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India Says Pakistanis Kill Guards Attempt Seen to Seal Border

NEW DELHI, May 27 (UPI)—Indian officials said today that Pakistani Army was trying to cut off a stretch of the 1,400-mile East Pakistan border with India where troops of the two nations have exchanged artillery and machine-gun fire during the last few days.

The official Indian radio report followed accounts of at least a dozen battles since Sunday between Pakistanis and the Indian Border Security Force (BSF) along East Pakistan's northern and northeastern frontiers with India.

India said yesterday that at least nine of its BSF guards were killed in a Pakistani shelling and machine-gun attack Tuesday on a border post of Dalu, about 60 miles north of the East Pakistani capital of Dhacca. Officials said it was the highest casualty toll among the border posts since the border was closed in 1965.

The officials warned that if the attacks continue, India will send troops to the border.

The Indian radio also reported that Pakistani troops fired at Benall rebels making forays across the border from sanctuaries in India and sent battalions down Indian territory near Tarnab, an Assam State.

Toll Announced

In a later report, the Press Trust of India (PTI) said that at least 35 Pakistani Army troops were killed and several injured in the fighting at Tarnab.

PTI, quoting reports from the border areas, said the rebel "Bengal Liberation Army Forces" and Pakistani Army troops fought a bitter battle for two hours this morning at Tarnab.

PTI did not mention casualties among the rebel forces. The Indian agency said that the Pakistanis were forced to withdraw.

Radio Pakistan, in a broadcast Tuesday monitored in New Delhi, said a naval patrol sank two boats laden with munitions on a river 30 miles inside East Pakistan's western frontier. The official radio said several Indian "infiltrators" manning the craft were killed and several captured.

Martial Law Decried

The radio also announced that President Agha Mohammad Yousaf Khan issued a martial law decree Tuesday authorizing provincial governments to dissolve civil and municipal councils throughout Pakistan, at their discretion, beginning next month.

The radio gave no reason for the order.

Only Monday, Mr. Yousaf had gone on the radio to say he would announce within two or three weeks his plans to transfer power through Pakistan to civilian authorities.

The Indian radio said that although the Pakistani Army was not able to seal off the frontier, the number of refugees fleeing into India had dropped during the past few days, from about 40,000 a day to 50,000.

Indian Prime Minister Indira Gandhi said yesterday that the number of Bengalis seeking refuge in India had passed the 3.5 million mark. She appealed anew for international intervention in East Pakistan, because "any failure to do so might lead to disastrous consequences."

Austria, Peking Agree to Set Up Diplomatic Links

HONG KONG, May 27 (UPI)—Austria and Communist China agreed to the establishment of diplomatic relations, Hsinhua, the Chinese press agency, reported today.

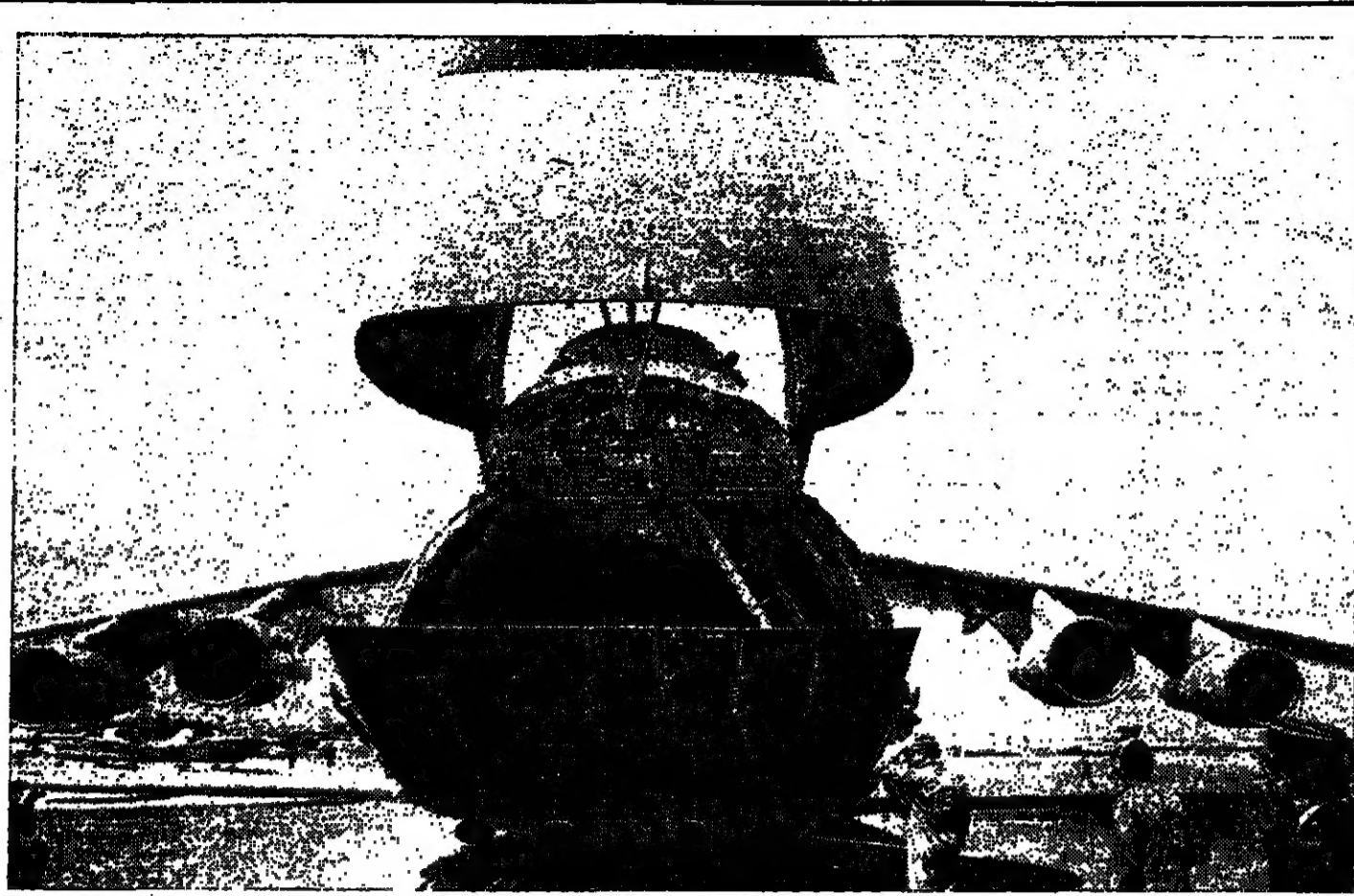
A joint communiqué signed yesterday by representatives of the two governments in Bucharest, capital of Romania, said the decision had been taken "in accordance with the principles of mutual respect for sovereignty and territorial integrity, non-interference in each other's internal affairs, equality and mutual benefit."

The communiqué said that mutual recognition and the establishment of diplomatic relations would take effect beginning today. It added that ambassadors would be exchanged within six months.

Austria is the tenth country to establish diplomatic relations with China in a period of less than 18 months.

Free Gas in Bulgaria

SOFIA, May 27 (UPI)—Tourists booking a package tour to Bulgaria this summer will get 200 liters of gasoline free from the state, the Bulgarian news agency BTA reported yesterday.



NOSE UP, RAMP COMING DOWN—The biggest airplane in the world, the Lockheed C-5 Galaxy, opening the forward end of its rapid loading-offloading system at the Paris Air Show at Le Bourget. Lockheed says the plane has unloaded 275,000 pounds of palletized cargo in 15 minutes. The 325,000-pound plane has a range of about 7,000 miles at speeds of about 550 miles an hour. It has been in service for a year.

The Paris Air and Space Show Opens

PARIS, May 27 (UPI)—French President Georges Pompidou today inaugurated the 29th Paris Air and Space Show at Le Bourget and made an on-board inspection of both the giant U.S. military cargo plane, the C-5A Galaxy, and the Soviet supersonic transport, the Tupolev-144.

But Mr. Pompidou paid closest attention to the Anglo-French supersonic transport Concorde, which gave a subsonic display during a flight demonstration of French prototypes before officials and newsmen. The show opens to the public at 1 p.m. tomorrow (Friday).

The demonstration included rapid passes by the Dassault Mirage F-1, the Mirage C-3 swing-wing fighter—which flew over the presidential stand once with its wings close to the body and once with its wings outspread—and the Franco-British Jaguar fighter-trainer.

These planes are part of the exhibition of 175 aircraft and many aircraft equipment displays presented by 583 firms from 17 countries at Le Bourget. More than a million persons are expected to visit the show before it closes with a six-hour aerial display on June 6.

Following today's demonstration the French president toured the flightline and

Special Report on the Air Show

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briefly visited the stars of the show, the Galaxy and the Tu-144. Mr. Pompidou later said of the Soviet SST, "It's a wonderful plane. The Concorde is too. And the Galaxy is formidable."

The French president also visited the

mock-up of the European Airbus and a number of the stands of French and European manufacturers before inaugurating the American, Canadian and Soviet pavilions.

At the American pavilion, he was greeted by U.S. Ambassador to France Arthur K. Watson and Rep. George Miller, R., Calif., the chairman of the House Science and Aerospace Committee.

Before Mr. Pompidou's arrival at the U.S. pavilion, Rep. Miller said that the American supersonic transport was still "in limbo" but that he hoped the situation would be solved because the United States could not afford to "surrender its leadership in aerospace industry."

"When the chips are down," Rep. Miller said, "the United States will eventually have a plane to compete with any in the world."

Britain Takes Walker Cup 1st Time Since '38

Britain beat the United States, 13-11, at St. Andrews, Scotland, in their biennial amateur golf match today to win the Walker Cup for the first time since 1938.

Details on Page 31.

Pompidou Says Dollar Fails as World Unit

From Wire Dispatches

BRUSSELS, May 27.—French President Georges Pompidou said yesterday that the American dollar cannot be used much longer as an international monetary standard.

"We cannot keep a monetary standard," he said, "which constantly loses value as a result of internal policy. One cannot set his watch by a clock which loses or gains time."

Mr. Pompidou said this did not mean he felt a war should be waged against the dollar because the West would not benefit through such a crisis.

He said there should rather be a constructive discussion with the United States, "although my wish for it is stronger than the probability of such a discussion in the coming few months."

Create Counterweight

Speaking to newsmen at the end of a three-day official visit to Belgium, Mr. Pompidou said Europe could help stabilize the international monetary system by creating a counterweight to the dollar through a monetary unit that would not be "purely and simply dependent on the dollar."

He said the recent West German decision to float the mark "could not camouflage the fact that this was an anti-community step."

"The Federal Republic," he added, "has problems of its own and sometimes tends to make them. We have been requested to approve certain solutions, and we did so—a little like approving a pact with the devil." He said he hoped this situation would not last and that the community would resume progress toward economic and monetary union.

Asked about defense questions, Mr. Pompidou made it clear they would not and could not be raised by France as a major prob-

Truce, Repatriation Set for June 4 Saigon Agrees to Hanoi Bid on POWs

SAIGON, May 27 (AP)—The allies joined the Communist command yesterday in declaring a 24-hour cease-fire near the Demilitarized Zone on June 4 to allow the release of 570 North Vietnamese prisoners of war, the biggest single POW release of the Indochina conflict.

The South Vietnamese Foreign Ministry announced its agreement to Hanoi's conditions only a few

hours after the Saigon military command reported a new outbreak of fighting just to the south of the DMZ.

A U.S. Embassy spokesman said of the Foreign Ministry announcement accepting North Vietnam's conditions, "We're pleased that things are moving along so well, and we will cooperate in every way."

The release of the prisoners is

to be carried out with the assistance of the International Red Cross.

The 570 prisoners are sick and wounded.

The South Vietnamese government called on Hanoi to "respond with some corresponding gesture of good will." North Vietnam reportedly holds 339 American prisoners of war, most of them pilots. The Saigon government says Hanoi also holds more than 3,000 South Vietnamese civilians and military personnel as prisoners.

Unarmed Ships

Under Hanoi's terms, the prisoners will be transported by unarmed allied ships flying Red Cross flags to a spot just south-east of Cua Tung at the 17th Parallel at 10:30 a.m.

The prisoners will be transferred to unarmed ships of North Vietnam flying Red Cross flags.

The air, land and sea cease-fire will be in effect for 24 hours in an area within an 18-mile radius of the release point.

Hanoi also said that the U.S. and South Vietnamese governments must announce in advance the number and characteristics of the ships transporting the prisoners.

Bomb Hoaxer Gets \$500,000 From Australian Airline

By Robert Trumbull

SYDNEY, May 27 (UPI)—Qantas, the Australian international airline, paid \$500,000 in cash yesterday to a hoaxer who had convinced airline officials that there was a bomb on a plane bound for Hong Kong with 116 passengers and 12 crew members.

After the airline's general manager handed over the money to a young man with a false beard, and after the ransom collector got away unpunished, the company received a telephone call saying there was no bomb aboard.

The aircraft, a Boeing-707, then landed safely at the Sydney International Airport, after nearly six hours of circling at 35,000 feet while it was searched.

Authorities noted that the incident duplicated the plot of a TV movie shown on March 2.

Shortly after the Qantas plane took off yesterday on a nonstop flight from Sydney to Hong Kong, a man calling himself "Mr.

Brown" telephoned the Department of Civil Aviation and said that a bomb was in a locker at the Sydney airport and that a similar bomb was aboard the plane.

Searchers found the bomb in the locker a few minutes later, and with it the ransom demand, signed "Mr. Brown." In return for the ransom, he promised to give instructions for finding and dismantling the plane's bomb.

Qantas immediately notified the plot of the plane by radio. The pilot, Capt. William Selwin, 48, turned back and ordered a search of the aircraft. Passengers were not told of the bomb scare until the plane had landed although many became aware of the situation as the search was carried out. All aboard remained calm, they said later.

The ransom note in the airport locker said that the device in the aircraft had been set so that it would automatically explode by increased air pressure as the plane descended to 30,000 feet



BOMB HOAXER—Police have issued an identikit picture of a man they wish to interview in connection with the Qantas jet bomb hoax.

from its normal cruising altitude of more than 30,000.

Laird to Submit It in July NATO to Get U.S. Plan On Mutual Force Cuts

BRUSSELS, May 27 (AP)—Melvin R. Laird, U.S. secretary of defense, today promised to submit to the North Atlantic Alliance in July plans for mutual and balanced force reductions to be negotiated with the Soviet bloc.

Mr. Laird said that U.S. experts are working on proposals and would submit them to the National Security Council in late June.

He noted that there have also been studies made by experts of the North Atlantic Treaty Organization (NATO).

"I am not as satisfied with these as some people," he said. "I may be prejudiced, but I think that ours will be much more comprehensive and will be a great help to the allies," he said.

At the same time he said it would be foolhardy and a great mistake to attempt any unilateral troop cuts.

Mr. Laird arrived by plane today from Mittenwald, West Germany, where he attended a meeting of NATO's nuclear planning group (NPG). Tomorrow he will attend a meeting of defense ministers from 14 of the 15 NATO countries—all except France.

Mediterranean Effort

Secretary Laird said the United States will be increasing its effort in the Mediterranean.

"We hope," he added, "that our allies will realize the importance of this area to the security of Western Europe and the alliance as a whole."

He said that at tomorrow's meeting he will stress the importance of the Mediterranean and of recent Soviet moves there which have changed the balance of power so far as the alliance is concerned.

He added that the United States expects that the promises will be kept that were made in the plan for alliance defense in the 1970s, approved last December.

Mr. Laird said the failure of the bid by Senate Majority Leader Mike Mansfield to have U.S. troop strength in Europe show that a majority of the Senate thinks this is not the time for the United States or any of its allies to take individual action to cut strength.

Meanwhile, Sen. Charles Percy, R., Ill., was warning Europeans not to be misled by the defeat of the Mansfield amendment into thinking that the United States is satisfied with the present situation.

'Clear Majority'

Sen. Percy said in an interview:

"There is a clear majority in the Senate for serious troop reductions, unless the Europeans do something to reduce our balance of payments difficulties. We do not want these dollar crises."

He said 58 senators, a clear majority, had voted for one or another of the resolutions calling for negotiations on troop reductions with America's allies as well as with the Soviet bloc.

In a speech to the Military Committee of the North Atlantic Assembly, an international consultative body of legislators, he pointed to the connection between monetary and military problems.

He said: "One of Sen. Mansfield's main arguments was that the same countries whose currencies are gaining strength at the expense of the dollar because of U.S. balance of payments deficits are the same countries unwilling to relieve the United States of its military balance of

payments deficit associated with NATO."

Gerard C. Smith, head of the U.S. delegation at the Strategic Arms Limitation Talks with the Soviet Union, held a consultation today at NATO headquarters with the North Atlantic Council. The council includes ambassadors from all 15 member nations.

At the same time, defense ministers from ten of the European

members met to discuss their plans for additional defense efforts. Last December they promised an extra billion dollars worth of military spending over five years.

Lord Carrington, Britain's defense minister, said that European governments recognize the feeling in the United States that they should carry more of the

(Continued on Page 2, Col. 5)



BIG HAND—Leonid Brezhnev, Secretary of the Soviet Communist party, addressing the 14th Congress of the Czechoslovak Communist party in Prague on Wednesday. President Svoboda is in background (right).

Brezhnev Hints at Possibility Of Anti-Dubcek Purge Trials

By James Feron

PRAGUE, May 27 (NYT)—Leonid I. Brezhnev, the Soviet Communist party chief, raised the possibility of political trials in Czechoslovakia today by warning the purged leaders of the Dubcek reform movement that they had broken Czech laws.

The Soviet leader, who is attending the 14th session of the Czech party congress, was speaking in a Prague factory that had figured dramatically in the 1968 Warsaw Pact invasion when he raised the legal points.

"Under the cover of demagoguery," he said, "the 'right-wing revisionists' broke the democratic laws of a socialist Czechoslovakia" and "stripped the defenders of socialism of their basic rights as guaranteed by law."

He mentioned no names, but derided "double-faced politicians who spoke so much about humane socialism, an obvious reference to Alexander Dubcek, the former communist party leader who sought to introduce "socialism with a human face" to Czechoslovakia.

Although an estimated 300,000

party members have been purged—of whom 60,000 were expelled—since Mr. Dubcek was replaced by Mr. Gustav Husak as party chief in April, 1969, there have been only three trials of Czechs on political charges.

None of the leaders of the

(Continued on Page 2, Col. 3)

Egypt, Russia Sign Pact on Military Aid

MOSCOW, May 27 (UPI)—The Soviet Union and Egypt signed a treaty today pledging Soviet military assistance to Cairo for the next 15 years, the Soviet news agency Tass reported.

A Tass dispatch from Cairo said the pact of friendship and cooperation was signed by Soviet President Nikolai V. Podgorniy and Egyptian President Anwar el-Sadat.

"The present treaty is subject to ratification and shall come into force on the day of exchange of ratification instruments, which will take place in Moscow in the nearest future," Tass said.

The treaty will be operative for 15 years and can then be extended.

Israeli Defense Minister

Moshe Dayan sees no chance for partial agreement with Egypt, Page 5.

tended for five years if neither party objects, Tass said.

Diplomatic sources in Moscow said Mr. Podgorniy went to Egypt to gain assurances that the recent purge of leftists, including Vice-President Ali Sabry, who were considered Moscow favorites, had not harmed relations between the countries. Mr. Podgorniy arrived in Cairo Tuesday for a round of talks and is expected to leave tomorrow.

According to Tass, the treaty said: "The high contracting parties solemnly declare that unbreakable friendship will always exist between the two countries and their peoples."

The treaty pledged that the

(Continued on Page 2, Col. 2)

One to Three Years in Prison

Four Jews Guilty of Anti-Soviet Activity

By Bernard Gwertzman

MOSCOW, May 27 (UPI)—The Leningrad Supreme Court today found four Jews guilty of anti-Soviet activity and sentenced them to terms ranging from one to three years in prison camps.

Tass, the Soviet press agency, said the four-day trial, which was held in a workers' club, ended when Judge Luka I. Lotko read the sentences.

Arkady A. Shpilberg, a 33-year-old engineer, received three years, one less than asked yesterday by the prosecutor, Dmitry E. Chibrikov. The others received what he had demanded: Mikhail Z. Shephelovich, a 28-year-old worker, got two years; Boris M. Maftey, 24, an engineer, and Ruth I. Aleksandrovich, a 23-year-old nurse, both got one-year terms.

The sentences given the Riga

four were milder than those handed out in the Leningrad trials last winter and earlier this month, in which some defendants received as much as 15 years in camps—the maximum term of detention under Soviet law.

This was presumably because the Riga four were not charged with either participating or assisting in plans to hijack a plane. In the Leningrad trials, 31 people—19 of them Jews—were convicted in connection with an apparent plan by 12 to hijack a plane last June.

Nine other Jews are awaiting trial in Kishinev on charges believed similar to those brought against the Riga four. The four in Riga were charged with reprinting and distributing "subversive" and "slandering" material about the Soviet state, a crime punishable by up to seven years.

The exact nature of the material

has not been disclosed, but presumably it covers petitions sent abroad complaining of Soviet policy toward Jews not wishing to assimilate, and typewritten material on various aspects of Jewish life here.

Because of wide foreign interest in the trials of the Jews, Tass had distributed accounts of the trials, usually in a rather one-sided way, refusing to give the defendants' side of the case. These Tass accounts were meant only for foreign subscribers to the Tass service. Soviet newspapers have printed less material than sent abroad.

U.S. Protests Trials

WASHINGTON, May 27 (Reuters)—The State Department today described the recent trials of Soviet Jews for alleged anti-Soviet activity as "abhorrent and a violation of fundamental human rights."

The department, quoting reports from Tass on the Riga trials, said the United States was deeply concerned over Moscow's practice of trying people in secret and its refusal to allow foreign observers to attend the trials.

"These trials [at Riga] and the previous trials at Leningrad are abhorrent on three grounds: the denial of the right to an open trial, the prosecution of people for their beliefs and the denial of the right of people freely to leave any country and to travel and reside abroad in the country of their choice..." it said in a statement.

10 Years in Russian Prison For Defector Returned by U.S.

MOSCOW, May 27 (Reuters)—A Lithuanian seaman who tried in vain to defect to the United States last November has been sentenced to 10 years' imprisonment, a court official in the Lithuanian capital of Vilnius said today.

Sinas Kudriska was returned to his shipmates by American coastguards when he leaped from his ship, the Soviet ship *Litva*, while it was moored alongside the U.S. Coast Guard cutter *Vigilant*, off Martha's Vineyard, Mass., for a discussion on fishing rights.

Mr. Kudriska was tried last week by the Lithuanian supreme court in Vilnius on a treason charge, the court official said. Under Soviet law, flight abroad is punishable as treason with sentences ranging up to 15 years in prison or death by firing squad.

(The incident caused angry protests in the United States after it was reported that Mr. Kudriska was aboard the cutter several hours before the Russians were allowed to take him back.)

It also prompted President Nixon to say later: "I was as an American outraged and shocked that this could happen."

(Three senior coastguard officials were relieved of regular duties while the government in-

vestigated why Kudriska was returned to his ship.)

During the controversy over the incident in the U.S., the Soviet Embassy in Washington said Mr. Kudriska had stolen the equivalent of \$2,000 from his ship.

He is the 15th Soviet citizen known to have been sentenced within the past six months for attempting to flee abroad.

Police at Vienna Capture Six In Hijack of Romanian Plane

VIENNA, May 27 (UPI)—Six Romanians armed with knives, three hunting rifles and a pistol hijacked a Romanian airliner to Vienna today, then held it captive for nearly three hours before surrendering to police. The aerial pirates, who had seized the plane on a domestic flight from Oradea to Bucharest, wanted to take it to Munich.

Their surrender came only minutes after officials at the Vienna airport told the hijackers

—who included at least one woman—to give up or the Austrian government "would take the necessary steps." Some 50 policemen with machine guns had surrounded the Russian-built aircraft, an Ilyushin-14. No one aboard the aircraft was injured. The Romanian plane, carrying 126, including the hijackers and three crew, was the fourth to be hijacked to Austria from a Communist country in the last 18 months.

Police said the hijackers would probably be charged with such crimes as "blackmailing the crew" and "restricting the freedom of passengers," since Austria has no anti-hijack laws. No East European who has hijacked a plane to Austria has ever been freed to return home.

The plane landed in Vienna at 3:07 p.m. (1407 GMT). The hijackers were forced a woman passenger to lean out the window and demand the airport officials fill up the gas tank, so they could fly on to Munich.

Officials refused and told the hijackers the nose wheel was too badly damaged for a takeoff. Negotiations continued for two hours and 45 minutes, until the police threat brought the hijackers out. They handed over their weapons and were bailed off in a van to a police station. The Romanian news agency, Agencepres, said tonight that the six had been fleeing police after a variety of crimes, including robbery, kidnapping and "threats of death."

At Czechoslovak Congress

Brezhnev Hints at Possibility Of Anti-Dubcek Purge Trials

(Continued from Page 1) Dubcek reform movement have been tried, and there has been no hint so far that such trials are contemplated. But Mr. Husak, who served nine years in prison as a Czech political prisoner, is understood to be under pressure by party hardliners to initiate trials.

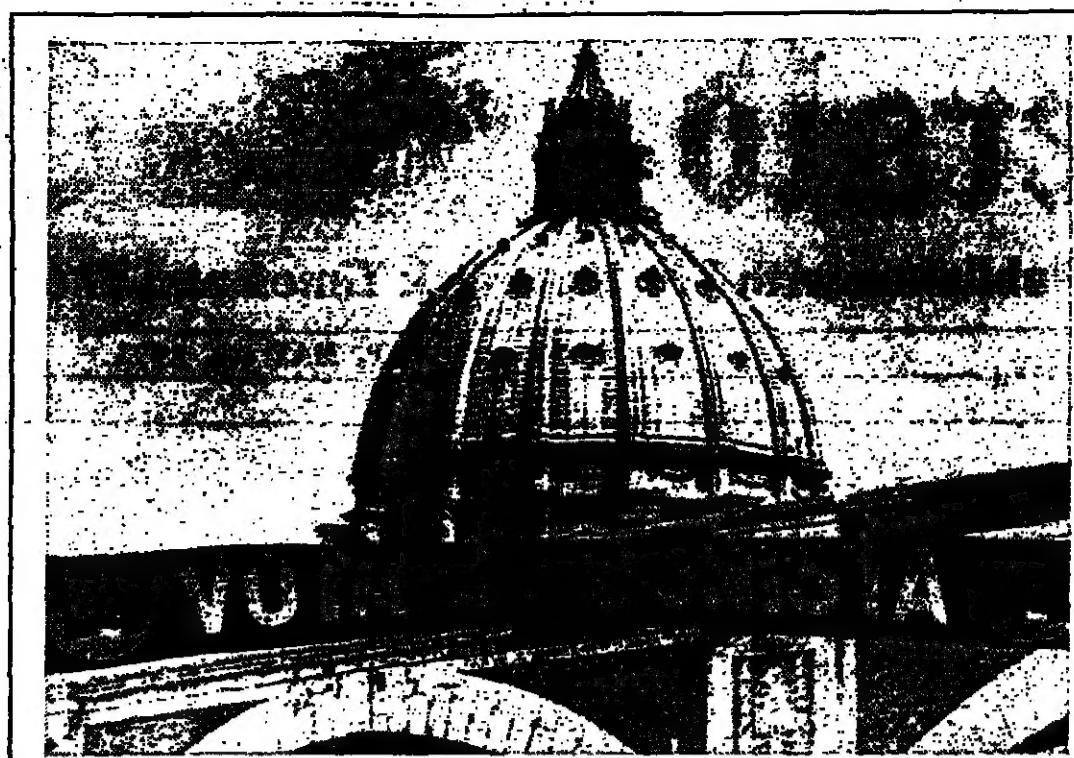
Mr. Brezhnev's remarks, although often informally during a tour of the "Auto Fraga" plant in the capital's Vysochany District, will nevertheless encourage the advocates of maintaining and extending the anti-Dubcek movement.

Yesterday, Mr. Brezhnev addressed the congress and endorsed his own "Brezhnev Doctrine" by calling it an essential element in Czechoslovakia's "triumph over the enemies of socialism."

Mr. Brezhnev warned of the continuing need for the Eastern European socialist states to join together against "class enemies" both at home and abroad.

Subway Stalls, 1 Dead

NEW YORK, May 27 (UPI)—One woman died and at least 23 other persons were hospitalized for smoke inhalation Wednesday following a rush-hour five-train subway jamup in a tunnel beneath the East River. Several thousand persons were trapped for one hour and 40 minutes when a short circuit caused by a faulty connection with the third rail sent smoke billowing into the cars.



ROMAN CONTRASTS—A huge election banner of the Italian Communist party stretches across a Rome street near the dome of St. Peter's.

France Sets Tough Policy On Sterling

BRUSSELS, May 27 (NYT)—France took a tough line today on the measures that Britain should be asked to take with regard to the pound sterling, it is the Common Market.

In a three-point memorandum, France's permanent representative in Brussels, Jean-Marie Boegner, called on France's five fellow Common Market members to insist that Britain:

• End the discrimination in favor of borrowers from the sterling area on London's capital market.

• Run down the balances of sterling kept in London by holders of the currency at a fixed percentage each year.

• Commit itself not to seek aid from the European Economic Community to deal with any problems caused by the running down of the balances.

France has strongly opposed sterling being allowed to maintain the status of a reserve currency, reflected in the existence of the sterling balances. The British have indicated that they have no objections in principle to ending this role, but they seek guarantees that this will not be done at the expense of holders of sterling or at the cost of cutting international liquidity.

Initially, they are unwilling to set a strict timetable in advance. The French position today caused some surprise among France's partners, coming so soon after the meeting in Paris, where British Prime Minister Edward Heath and French President Georges Pompidou made significant progress toward easing the atmosphere in which the talks on British entry are being conducted.

But Mr. Boegner stressed that the French position on the question of sterling was not rigid, a move which led some delegates to speculate that the French are prepared to make concessions as the talks progress.

5 More Still at Large

Turkey Arrests 4 Suspects In Kidnap-Murder of Israeli

ISTANBUL, May 27 (UPI)—Martial law authorities announced the arrest tonight of four suspects in the kidnap-murder of Israeli Consul-General Ephraim Elrom.

Three of the four were among the nine key suspects whose photographs are on 20,000 wanted posters on street corners all over Istanbul.

They included Necmi Demir and his wife Hayat Apetkin Demir, the only woman among the nine, and Necati Sagiroglu. The fourth was named as Irfan Ucar.

The Demirs were the couple who rented the apartment in which Mr. Elrom was found shot to death Sunday, security officials said. Leftist extremists kidnapped Mr. Elrom May 17 and threatened to kill him unless the government freed all "revolutionary guerrillas."

Police raiders acting on a tip seized the four in a raid on an apartment less than half a mile

from the one where Mr. Elrom was slain, security officials said. The martial law authorities announced the arrests as the government marked the 11th anniversary of the military coup that overthrew Premier Adnan Menderes and said the constitution would be reinforced against terrorists.

Britain's Life Imperiled

ROSARIO, Argentina, May 27 (UPI)—Leftist terrorists said today they will execute British consul Stanley Sylvester if police find the hideaway where they are submitting him to "people's justice."

The communiqué, dated May 26, contained the first direct threat against Mr. Sylvester's life.

The 58-year-old honorary consul was kidnapped by three members of the leftist "People's Revolutionary Army" Sunday morning. They have since issued three previous communiqués and said they were putting Mr. Sylvester to "people's justice."

Laird Tells NATO of Plans For Troop Cuts in Europe

(Continued from Page 1)

defense burden and that it becomes Europe to do more for itself.

He spoke to reporters after presiding over the three-hour meeting of the ten-nation Euro-group.

The Euro-group set August as a deadline for the planning and programming of the first 20 percent of its billion-dollar program.

Lord Carrington said plans are going well and the defense ministers will meet again on 10 toward the end of the year. Today they also discussed cooperation on medical services, training, logistics and communications.

The Euro-group did not go into the prospects of negotiating force reductions with the Soviet bloc. This would be done at a meeting of the foreign ministers of the alliance next week in Lisbon, Lord Carrington explained.

Laird Reassures Brandt

BONN, May 27 (NYT)—Secretary Laird has reassured Chancellor Willy Brandt that West Germany need not fear a loss of United States interest in settlement of the Berlin problem in favor of agreements with the Soviet Union on troop reductions and strategic arms cuts.

Last week the Brandt government had become concerned lest U.S. interest in recent Soviet proposals to negotiate mutually balanced reduction of forces in Central Europe and to limit strategic arms overshadow the 14-month-old negotiations on the Berlin issue.

Mr. Brandt himself hinted at this concern in a luncheon toast Tuesday at Mittenwald, in Bavaria. But a Western official disclosed that Mr. Laird took the chancellor aside at an Atlantic Alliance conference there and conveyed assurances from the White House of U.S. interest in a Berlin settlement.

Italy Trade Unit Back From China

ROME, May 27 (UPI)—Trade Minister Mario Zagari led a trade mission home from Communist China today and said he thought China's leaders want to open that country up to contact with the West.

"Chou En-lai seemed to me to be an extraordinarily solid man, a man who certainly will build bridges," Mr. Zagari said when he landed at Leonardo da Vinci Airport.

He said the Chinese he met considered Italy "a country very advanced technologically, and they look at us as a projection of Europe, which they regard with great attention and sympathy." It was the first official Italian visit since the two countries established diplomatic relations.

Chinese Foreign Trade Minister Pao Hsiang-kon accepted an invitation to visit Italy, although the date was not set, a foreign ministry announcement said.

The couple were released a year ago.

Reds Seize Part of Key Tow In Cambodia, Are Driven Out

SAIGON, May 27 (UPI)—Communist troops occupied part of the Cambodian town of Sraek early today but South Vietnamese forces backed up by U.S. planes and artillery reconquered most of the town in the heaviest fighting since the allied strike into Cambodia 13 months ago.

"The fighting is now over," a spokesman for the Army of the Republic of (South) Vietnam (ARVN) said in Saigon, "but there may be some small Communist groups still inside the town."

The spokesman said at least 80 Communists had been killed in the fighting, which began before dawn yesterday and continued into today. Military sources said ARVN casualties were at least 12 dead and 61 wounded.

Air strikes were called in on the town marketplace after a force of about 1,000 Communists drove ARVN infantrymen out of that section of town.

Meanwhile, the U.S. military command issued its weekly casualty report today. It showed 38 Americans were killed in combat and 92 wounded. Although the overall casualty toll of 180 dead and wounded was the second lowest of the war, the number of dead was the highest in three weeks.

The ARVN announced it lost 476 men killed in combat last week and 1,015 wounded. The allies claimed killing 3,063 North Vietnamese and Viet Cong troops during the week.

Official figures now show that 45,183 Americans have been killed in action since Jan. 1, 1961. Unofficial figures show 121,330 South Vietnamese and 746,349 Communists killed during the same decade.

In South Vietnam, soldiers of the ARVN 1st Infantry Division coming jungle hills overlooking the A Shau Valley, 375 miles north of Saigon, reported killing 47 North Vietnamese yesterday afternoon.

Mortar Barrage

The U.S. command reported that a mortar barrage last night hit a U.S. camp 11 miles south of the Demilitarized Zone (DMZ) and wounded "several" American soldiers.

The camp was nine miles south of U.S. artillery base Charlie 4, where a North Vietnamese rocket attack last Friday killed 39 American soldiers and wounded nearly 50.

South Vietnamese troops who overran a sizable North Vietnamese camp just below the DMZ found a cache of 89 mystery missiles of a type never seen before in Vietnam, allied officials said yesterday.

The cache of six-foot-long rockets was found about three miles south of the DMZ in the aftermath of fighting in which South Vietnamese infantrymen killed at least 60 Communist soldiers.

U.S. intelligence officers said they had never seen the like before and could not identify them from manuals on Communist weapons.

Not "Trash Cans"

The rockets were not the heavy 240mm "flying trash cans" occasionally used in Vietnam by the Communists, the officers said.

"The engine seems to be about twice as large as the engine of a 122mm rocket, and I guess it would have twice the range of a 122—about 20 miles," one officer said.

In the same area, the infantrymen also located 120 rounds of 140mm rockets, about 1,000 Bangalore torpedoes and more than 1,000 recoilless rifle rounds.

The region where the battle took place is seven miles northwest of Cam Lo, U.S. B-52 bombers pounded the area Tuesday.

In Saigon, the U.S. command

announced that more than 1,000 U.S. marines were withdrawn from combat assignments yesterday in preparation for deployment to the United States or Okinawa.

Departure of the five A units will reduce the U.S. force in Vietnam—which numbered 57,000 men in April, 1970—to fewer than 5,000, officials showed.

Military sources said all units with the exception of the 1st Infantry Division, which remains in Saigon, would be redeployed from Vietnam by July.

Under Phase VII of President Nixon's troop withdrawal program, U.S. troop strength in Vietnam is scheduled to drop to 500 by July 1.

House Study Despairs of GI Drug Use

WASHINGTON, May 27 (NYT)—A congressional mission reported Tuesday the heroin addiction problem becomes so great among American servicemen in Southeast Asia that the only effective solution is to pull out all troops from the area.

Bribery and corruption highest levels of Southeast Asian governments and military little room for hoping that heroin traffic could be cut off in the future, according to the report. It said an effort should be made to intercept the traffic.

"If these efforts fail, it is solution is to withdraw all servicemen from Southeast Asia."

In the longer term, an aid program to develop the heroin production, the report said, is the only real answer to the problem to outlaw the use of opium poppies throughout the world.

"Once the poppy pod is cut, the opium gum extracted and the illegal market, this to prevent the end of heroin, from reaching the U.S.," the report said, "problem must be attacked source—in the poppy fields near and far East, Sri Lanka, Thailand, Burma, Laos," it said.

Rate of Addiction

The group said in a report to the House Foreign Affairs committee that between 10 percent of all U.S. troops in Vietnam, or between 30,000 and 40,000 men, had become heroin addicts in one form or another.

It said "the best estimate" was that "in some heroin addiction might be as high as 25 percent."

The report, written by Rep. Robert H. Rife, Conn., told a story of wide bribery and corruption in the highest levels of government and military of Laos and South Vietnam.

Although the extent of the problem throughout Southeast Asia was difficult to assess, the report said, "reliable" reports that at least two ranking Laotian officials, the chief of the Laotian army staff, are deeply involved in the heroin business.

It is assumed by the U.S. that this activity is high levels of command, and in South Vietnam, port added.

It continued: "The U.S. command has supplied aid to the Laotian army staff, and the names of high-ranking names officials is suspect involvement in the heroin, and believes that the U.S. has reached the point where the intervention by U.S. (Nguyen Van) Thien can be checked in the traffic."

"There have also been reports that the U.S. (Choi) Ky is implicated in the heroin traffic. The mission was unable to find evidence to support this claim."

150 Americans Watch Delegates To Paris Talks

PARIS, May 27 (AP)—More than 150 Americans with family members missing in Indochina watched in grim silence today as American, South Vietnamese and Communist delegates arrived for the 11th weekly session of the Vietnam peace talks.

The four-hour session produced no change in the long-standing deadlock, but South Vietnamese formally placed on the conference record its proposed arrangements for releasing 970 sick and injured North Vietnamese prisoners in the Tonkin Gulf on June 4.

American negotiators hope that Hanoi's acceptance of a relaxation of its hitherto rigid attitude on the American prisoners held in Communist-controlled areas.

Propaganda, Not Negotiations

WASHINGTON, May 27 (AP)—Ambassador David Bruce said yesterday, "We have never arrived at what you would consider a negotiation" at the Paris peace talks.

Mr. Bruce, chief U.S. negotiator in Paris, said the North Vietnamese and Viet Cong are using the talks strictly for propaganda purposes.

Dollar Role Seen on Wane

(Continued from Page 1)

sary precisely because of the very close links between the two continents.

"We must distinguish ourselves from the United States because if we do not do so we would be American, and we do not want to be American, we want to be European," he declared.

He called for the creation of a European way of life as a solution to a current Western "crisis of civilization" having its roots in "a form of industrial development that is specifically American."

Pompidou Meets Cabinet

PARIS, May 27 (Reuters)—Mr. Pompidou today met his cabinet for the first time since last week's Franco-British summit meeting and reiterated that he and Prime Minister Edward Heath achieved "a fundamental meeting of minds" on the future of Europe.

"This meeting is a fact of the greatest importance, even if difficulties may remain which are still not ironed out," Mr. Pompidou told his ministers, according to a government spokesman.

Mr. Pompidou presided over the cabinet meeting after returning overnight from a state visit to Belgium.

1-day French Strike Halts All Newspapers

PARIS, May 27 (Reuters)—France was without newspapers today because of a strike by newspaper technical workers in support of a national campaign by French unions for a reduced retirement age. The International Herald Tribune, published in Paris, did not appear.

The French news agency, Agence France-Press, also stopped sending news to the press from noon yesterday, when the 24-hour stoppage began.

Today's morning and evening papers were not printed because of the strike. The trade unions want the retirement age reduced from 65 to 60.

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Nixon to See Press

WASHINGTON, May 27 (UPI)—President Nixon will hold a nationally televised news conference in the White House, Tuesday.

He will discuss the Vietnam peace talks, the situation in Cambodia, and the recent trial of four Jews in Leningrad.

He will also discuss the recent trial of four Jews in Leningrad.

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Administration Victory

Pay-Allowance Increase
Tied Down by Senate, 42-31

By David E. Rosenbaum

WASHINGTON, May 27 (NYT).—Nixon administration won a victory yesterday when it rejected a massive increase in military pay and allowances. The House of Representatives, by a vote of 42-31, cast grave doubt on the possibility that the Senate will limit the extension of the 1971 pay raise to two years. And it seemed to foreclose the possibility of achieving an all-volunteer military force before the end of 1972, some say.

Court Curbs
C. Trials
Protesters

Sanford J. Ungar

WASHINGTON, May 27 (UPI).—U.S. Court of Appeals in a half hour last night to prohibit all arrest cases arising from the Mayday anti-war demonstrations here if there is adequate evidence to link them with the charge against an emergency appeal. American Civil Liberties Union in effect prevented the U.S. Court of Appeals from moving ahead with all of the estimated 4,000 cases yet to be processed. D.C. Superior Court, in the cases affected by appellate rulings are those of arrested May 3, when anti-war police suspended the standard "field arrest" procedure. Police and prosecutors of the most part been unsuccessful where and when each people arrested commit an alleged offense of "disorderly conduct." Order will be in effect for a week, until U.S. District Judge Edward P. Connelley hears on whether prosecutors have pursued cases "with no hope of conviction." Attorney Monroe H. Freedman, before the Appeals Court yesterday, told the judges that percent of all cases presented to Superior Court thus far been dropped or resulted in acquittals. Assistant corporation counsel David P. Sullivan, responding to the prosecution, said that he had no idea of what the retention rate for Mayday cases had been. Tough Superior Court of say they will have no exact figures before the end of this month. Estimates yesterday that out of about 3,000 that had gone through the no more than ten convictions have been obtained.

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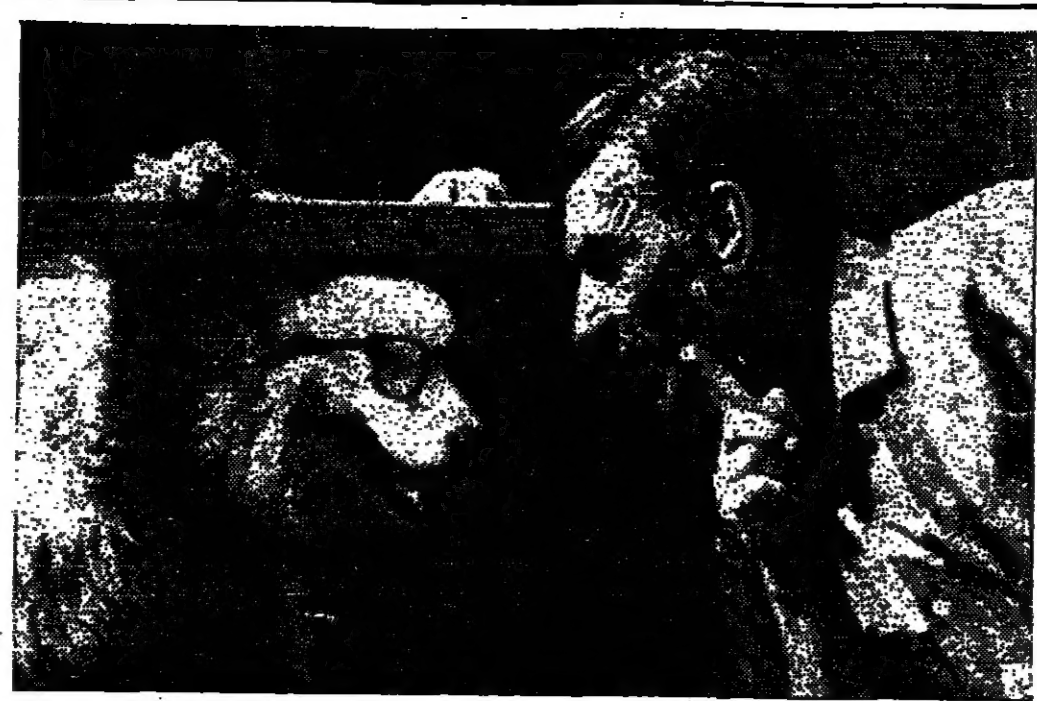
WASHINGTON, May 27

—In furtherance of his statement "the growing partnership between government and the private sector" President Nixon sent a memorandum yesterday to the heads of executive departments and agencies asking them to look into new ways in which they can more effectively assist the private sector by providing additional help and their professional expertise. President requested them to submit their ideas and suggestions by Sept. 30 to Nancy Reagan, chairwoman of the National Endowment. He said she would coordinate them, adding that new programs would be directed to those of the National Endowment. Nixon disclosed this fresh initiative to the press in a memorandum to the annual meeting of the Associated General Contractors of America, which would allow for the fiscal year 1972. "More than the level of two years

ters Complain
Julie Nixon

JOHNSVILLE, Fla., May 27 (UPI).—A group of Jacksonville has complained to the Teachers Association about the assignment of Julie Nixon to a school only four miles from her residence and calls from about 70 parents. "Some of them have miles to their assignment day. Most first and second graders are placed in schools where the most are," he said.

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OLD DOG, NEW TRICK—Jake, the movie stunt dog, could not hear his master's voice until he was outfitted with a hearing aid set into lensless eyeglasses. The dog was unable to keep a hearing aid in his ear, so earpieces held it in place.

60 Silos May Be Defensive

U.S. Reassesses New Soviet ICBM Threat

By William Beecher

WASHINGTON, May 27 (NYT).—Defense Department officials said yesterday that the 60 new silos detected recently in the Soviet Union might be intended for two new types of intercontinental missiles rather than one, as was suggested earlier. A Pentagon official conceded, however, that there was still some uncertainty about this and that therefore a quite different assessment advanced Tuesday could not be ruled out.

The assessment was that the Russians, rather than seeking to deploy new types of weapons, were actually fashioning and reinforcing silos to increase their ability to withstand nuclear attack. The Pentagon officials were reacting to reports Tuesday from Senate Republican sources that the Central Intelligence Agency

had concluded that two-thirds of the new silos were intended for the relatively small SS-11 intercontinental missiles and not for a larger new weapon, as the Defense Department had suggested previously.

Questions Unanswered While this latest suggestion about the new silos left a number of questions unanswered, officials in various government agencies insisted that this apparent confusion reflected the wide areas of uncertainty that exist within the intelligence community.

The Central Intelligence Agency declined to comment on reports that it differed with the Pentagon's interpretation of the new data. But officials at the Defense Department and other agencies said there was no basic disagreement between the two.

Woman Was Naturalized in 1948

Tries to End U.S. Citizenship
To Inherit Millions, Is Refused

NEW YORK, May 27 (NYT).

—A 48-year-old woman has tried unsuccessfully to lose her U.S. citizenship so that she might gain a European estate amounting to millions of dollars. The unusual effort by Mrs. Iratema Philippina Simons, who wanted to revert to her original Dutch citizenship, was rejected Tuesday by Judge Morris E. Lasker in federal court here. Noting that Supreme Court Justice Hugo L. Black had termed U.S. citizenship "a priceless treasure," Judge Lasker said that "it seems that the plaintiff here seeks a treasure which she would value more, a share of her former husband's substantial estate in which she may have rights under Dutch law."

Mrs. Simons has asked the court to set aside the naturalized citizenship that she and her late husband obtained in 1948, contending now that they had lied when they said that they intended to live in the United States as citizens. Judge Lasker observed in his 15-page decision that Mrs. Simons "may well have lacked intention to reside in the United States permanently and may well have secured her citizenship by fraud" 23 years ago. "However," he ruled, "insofar as she seeks a personal benefit

by taking advantage of her own fraud and seeking to reject her citizenship at this time, we hold that she is estopped from doing so." The background of the case began with the outbreak of World War II in 1939, when John Simons fled from the Netherlands, where he conducted his family's metal business, Simons Metaalhandel N.V. in Rotterdam.

Mr. Simons reached the United States in 1940, by way of Genoa, Italy, and declared his intention to become a citizen, although he returned to the Netherlands in 1946 after the war.

He and Mrs. Simons were married in Amsterdam, came to the United States in 1947 and became naturalized citizens the following year. But they soon returned to Europe so he could rebuild his family's business.

A Mexican divorce was obtained in 1964, Mrs. Simons said, because her husband threatened he would "kill or maim her or arrange for her confinement in a mental institution if she did not consent."

Neither he nor she remarried, there were no children and he left the bulk of his estate to scientific and educational purposes in Israel after his death two years ago.

Mrs. Simons, who now lives in Spain, would have a much better chance of obtaining a major share of the estate if she were a Dutch national, instead of American, according to her lawyer here.

Nixon Reportedly
Not to Appoint
Court Candidate

WASHINGTON, May 27 (UPI).—President Nixon, cautioned that he could risk another embarrassing Senate defeat, has given up any idea of naming conservative Albert W. Watson to the nation's highest military court, Capitol Hill sources said today.

Mr. Watson's Senate sponsor, Sen. Strom Thurmond, R., S.C., was pictured as dismayed by the decision, arguing that Mr. Watson was not the segregationist portrayed by his opponents among liberal and moderate Republicans.

A week ago, Sen. Thurmond announced that Mr. Watson was in line for the \$42,500 a-year post on the three-judge court which must review the life term sentence given Lt. William L. Calley Jr.

20% of U.S. Men in Survey
Back Violence to Get Change

NEW YORK, May 27 (NYT).—One out of every five American men questioned in a nationwide survey said he believed some degree of violence is necessary to produce needed social change in this country.

An even larger proportion, nearly one-third, said they were willing to tolerate substantial police force, including shooting to kill, to control student or black uprisings.

"On the whole," said Dr. Monica D. Blumenthal, who helped conduct the study at the University of Michigan, "these figures indicate that American men think that where it is necessary, you should reach for a gun fairly fast."

She presented the findings Tuesday at a two-day social science seminar at the Carnegie International Institute, sponsored by the Council for the Advancement of Science Writing.

1969 Report The questionnaires were administered in 1969 by a team from the University of Michigan's Institute for Social Research. The report, based on a study of men only, is planned as the first in a series that will also explore the attitudes of women.

The sample of 1,374 was selected to represent all men in the United States between the ages of 18 and 64, and to represent all races, regions, economic and social classes.

The study began by asking the men to name the things going on within the country that worry them. Some 65 percent cited activities of violence or often associated with violence, usually civil disturbances and political protests. Only one-quarter mentioned traditional forms of crime.

Many questions in the survey explored the methods that the men felt justified in controlling whatever they saw as violence.

Look to Police "Although the vast majority of American men agreed that violence has its roots in the social problems of our times, many looked to more punitive legislation and bolstered police forces as a means of preventing violence," Dr. Blumenthal said. For example, 61 percent said that "to handle ghetto riots," police should shoot but not to kill. About 30 percent said they should shoot to kill at least sometimes. Similar proportions answered the same way when the question involved controlling student disturbances.

Asked when it was justified to kill another person, 89 percent said it was permissible in self defense and 93 percent said it was right in the defense of

one's family. Both these responses, Dr. Blumenthal said, could be expected on the basis of traditional male roles in America.

"What I find remarkable, and somewhat frightening, is that 38 percent say it's okay to kill in the defense of one's house," she said.

"When you look at what people say about violence, it's clear that among American men, violence is not completely socially unacceptable."

Looting Tops List Another of the findings is that if a person considers a certain act to be violent, he is likely to condone substantial police violence to control it. However, Dr. Blumenthal noted, that person did not consider the police to be exercising violence in these cases.

The respondents were given a list of nine acts and asked whether they thought of the acts as violent. The act most frequently considered violent was looting. Eighty-five percent agreed. Only 35 percent considered police shooting of looters to be violent.

Slightly more American men considered draft card burning to be violent (88 percent) than felt police beating students to be violent (86 percent).

Dr. Blumenthal compared those who favored strong police action in cases of civil disturbance with those in the smaller group who said they believed at least some violence was necessary to bring about improvement in society in a reasonable time.

Elders Favor Violence Those who favor violence for social control, as opposed to social change, tended to be older, less well educated, and white.

More important factors differentiating the two, however, were found to be attitudes toward the persons exercising the violence. Those who rate students or blacks as untrustworthy or troublemakers as a whole, tend to condone police violence while those who see the police as untrustworthy, tend to condone violence on the part of students and blacks for social change.

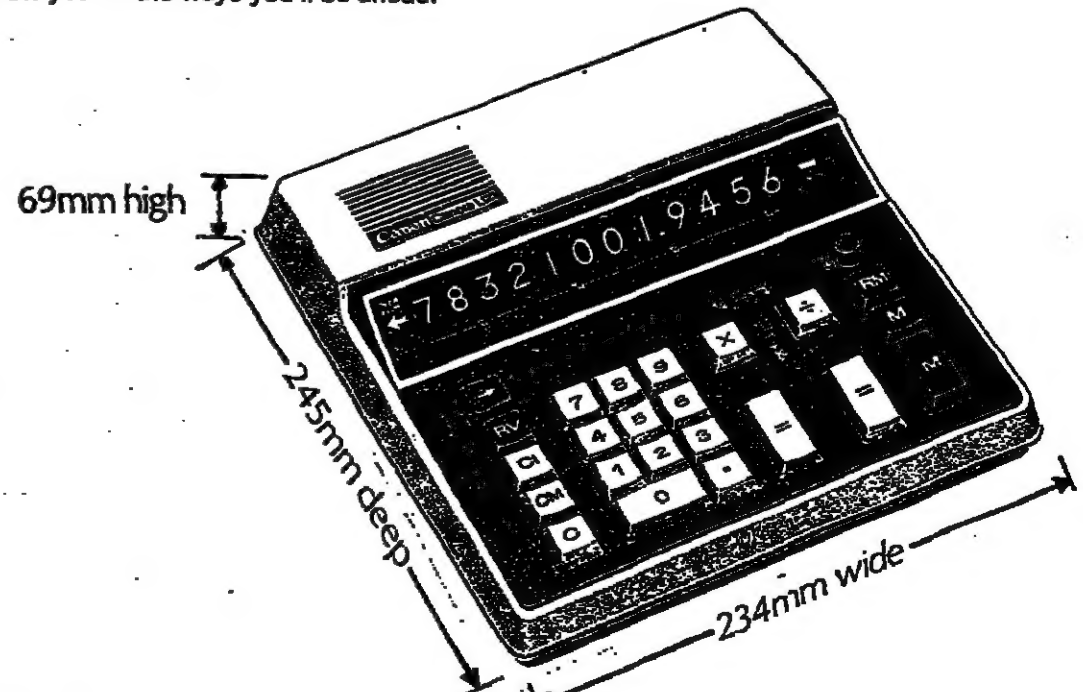
In an attempt to see whether traditional moral values of kindness and belief in the "Golden Rule" had any relationship with attitudes toward violence, Dr. Blumenthal found that, among white men, belief in such things was unrelated to views on violence.

Among black men, however, those who professed to believe in the "Golden Rule" were less likely to accept violence in any form than were black men who said they did not hold the belief.

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Check the Oil, Cut the Tires?
—Arizona Autoists Warned

FLAGSTAFF, Ariz., May 27 (AP).—Radio messages written by the Arizona Attorney General's Office are warning motorists about unscrupulous service station practices in the state.

They are being followed up with prosecutions that have resulted in civil suits charging stations with such practices as slashing tires and spraying oil and metal filings on engine parts. The idea is to sell unwanted tires, batteries and other parts.

State officials believe the practices are common throughout the nation, "especially along the interstate highways," Attorney General Jack McCormick said in an interview. But he said it seems to be especially widespread in Arizona.

The "threat of the desert, the fear of being stranded in isolated areas" is a factor, Mr. McCormick said. "A motorist can check his tires in the morning, but after driving 200 miles across the desert, he's willing to believe something could have happened to them."

He said the state stepped in when repeated warnings were "completely ignored" by station operators. Teams of officials driving "pre-tested and certified vehicles in the best possible condition" started making spot visits to stations, primarily along interstate highways. Dealers in Flagstaff, Yuma and Phoenix have been cited to date, Mr. McCormick said. More charges are planned. Sixteen dealers have been subpoenaed.

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Blames Tougher Stance by Egypt

Dayan Expects No Partial Peace

Jerusalem, May 27 (UPI).—Defense Minister Moshe Dayan of Israel has said, "There is now really no chance for a partial agreement with Egypt" in view of a tougher settlement in Cairo.

Dayan made the remarks Tuesday night, and published yesterday, he added that the supply of U.S. arms to Israel might soon be diminishing.

Gen. Dayan appeared before the parliamentary caucus of Prime Minister Golda Meir's Labor party for an off-the-record briefing on Israel's defense posture. The nation's afternoon newspapers carried a censored account of his remarks.

"I believe we may soon find it very difficult to receive more military supplies from the United States," Gen. Dayan said. "The Americans now wish to appear before the Arab world as a nation that does not channel large quantities of weapons to Israel."

But the defense minister warned, "Should the Egyptian Army take an ill-considered decision and attempt to resume the war by landing troops across the Suez Canal, all its military hardware will end up as heaps of junk in a huge graveyard."

Gen. Dayan said President Anwar el-Sadat of Egypt appeared to have taken a tougher stance on the Middle East, thus killing any chance for an immediate interim settlement in the region.

The key Israeli conditions for partial accord, according to the report, remain an open-ended cease-fire along the Suez Canal and that no Egyptian forces will be allowed to cross the canal following an Israeli pullback in the canal area. Gen. Dayan said the extent of the Israeli pullback will be determined only after Cairo accepts the Israeli terms.

President Sadat, in recent public pronouncements, has rejected the Israeli pre-conditions.

World Socialists Urge Accord Reached in Middle East

HELSINKI, May 27 (UPI).—World Socialist leaders ended a 10-day meeting in Helsinki today and called on Israel and the Arab nations to observe the 1948 cease-fire until a new treaty between them was signed.

The Council Conference of the World Socialist International said in a statement on the Middle East, "We regret that there was no agreement on recent arms escalation in the area."

The Socialist International notes the fact that the cease-fire has been maintained and on the Arab states and Israel's neighbors "maintained," it added.

Israel Prime Minister Golda Meir, together with West German Chancellor Willy Brandt, had on Tuesday there been "no improvement" in the Middle East situation.

The Helsinki resolution was adopted for publication Tuesday night but was delayed until today after the conference delegates disagreed over its wording.

The Socialist International is an association of 54 democratic Socialist parties with some 14 million members, and with a voting power five times that many. It rejects Communism.

Yesterday, Mr. Brandt said that failure cannot be afforded this time in Britain's negotiations with the European Economic Community.

Mr. Brandt, speaking at the second day session of the conference, reviewed Europe's economic and political situation.

"I disagree with those who presume that advancing Western European integration and the efforts to foster all-European cooperation are contradictory," he said.

"I for my part am convinced that they complement one another. I regard the European community not as a mere economic process of great importance but also as a political start which may be of major importance for the organization of peace."

Mr. Brandt returned to Bonn today.

In other developments: The conference said in a resolution on Southeast Asia that the co-chairmen of the Geneva Conference should cooperate in recovering the meeting; requested the United States to announce an "early date" for the withdrawal of American troops from the area and asked North Vietnam and the Viet Cong to "offer a reasonable arrangement for the release of U.S. prisoners of war as a contribution to the success of the Vietnam peace talks in Paris."

Other resolutions dealt with European integration, disarmament and African states.

On European integration, the conference, attended by some 150 delegates from 30 Socialist democratic parties, said a possible enlarged European Economic Community should take the initiative to promote commercial, scientific and technical contacts with Eastern Europe.

It condemned colonialism, singled out Portugal's action in Angola, Mozambique and Portuguese Guinea, and pledged support to elements "resisting oppression" in those areas.

On disarmament matters, the conference called for a halt on underground nuclear tests, an extension of the treaty prohibiting nuclear weapons on the seabed and a ban on the development, production, stockpiling and use of biological and chemical weapons.

Historical Group in Detroit Wants House in France

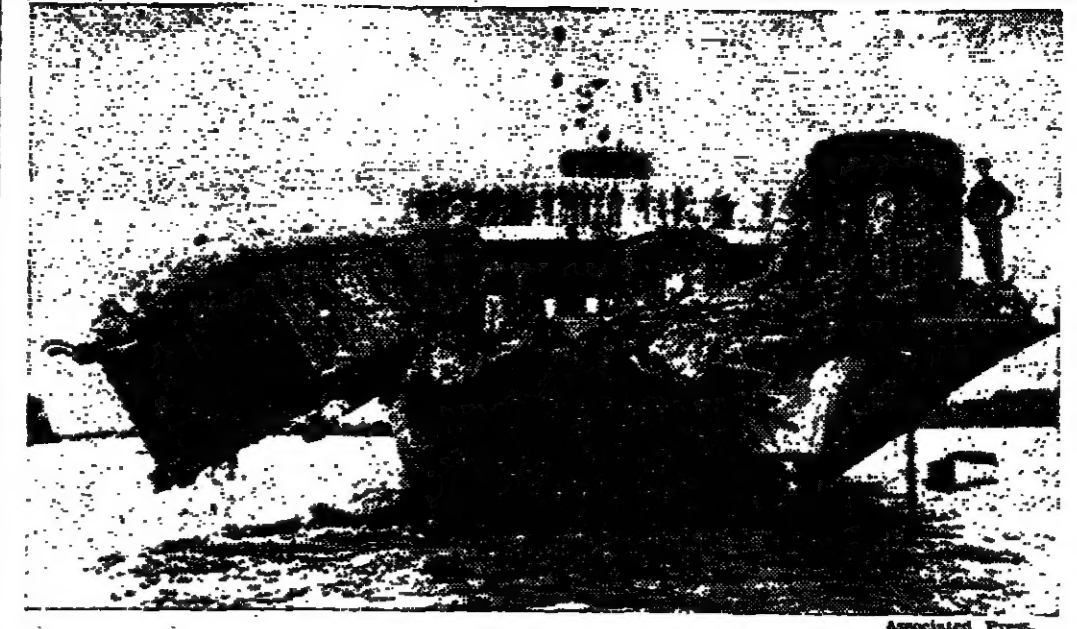
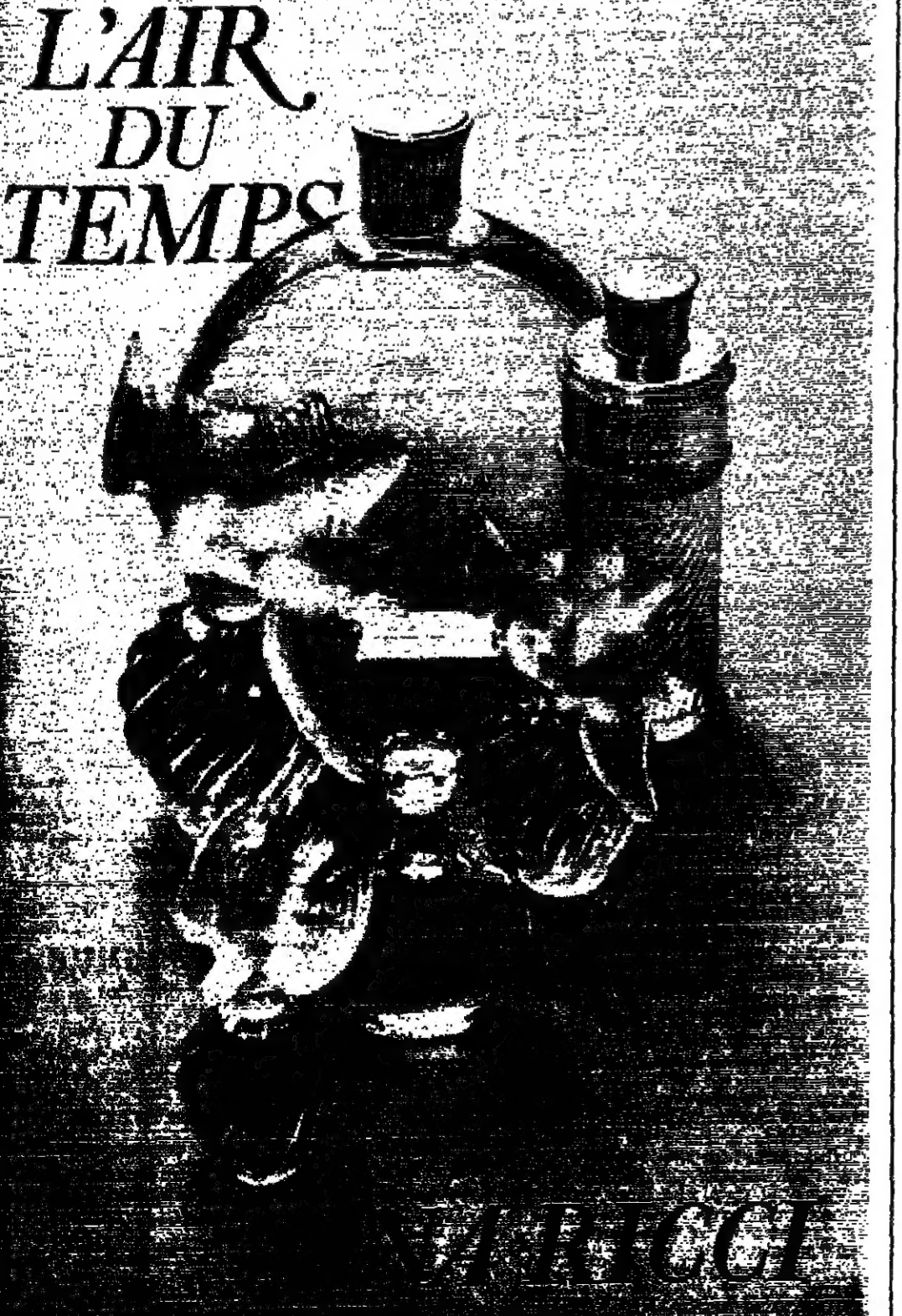
DETROIT, May 27 (AP).—The president of the Detroit Historical Society says he is trying to raise \$25,000 to buy a house in southern France where the city founder was born more than three centuries ago.

The official, Leonard Simons, as proposed repairing the home of Antoine Laumet, also known as Sieur de la Mothe Cadillac, in the village of St. Nicholas de la Grève in the Gironde region of France.

He said he would like Detroit Mayor Roman Gribbs to then have the repaired two-story building to the mayor of French village. He said the house would not be brought to Detroit.

Mr. Simons said the building is between 500 and 600 years old and crumbling. He is asking business leaders in Detroit to help him raise the money.

Simons led a large number of tourists to the Detroit area Tuesday.



END OF THE LINE—This passenger traincar remains precariously suspended from a damaged ferry that collided with another ferry on the Parana River in Argentina Monday. The boats were ferrying the trains, both packed with passengers, across the river. And yet, miraculously, no one at all was hurt.

Deported Mafia Chiefs, Police Besieged byirate Islanders

ISLE OF FILICOLI, Sicily, May 27 (UPI).—Fifteen reputed Mafia chiefs played cards with their police escort today in a requisitioned bar besieged by hostile residents of this rain-swept island.

"Away with the Mafia!" "Take them away, they'll be our undoing," Islanders shouted from shop doors across the street where they sought shelter from a rain squall.

The 15 men, brought to this volcanic islet by police yesterday as a security measure, said they could not agree more with the islanders.

"We don't care to be here," Giacomo Coppola, a nephew of departed U.S. gangster Frank (Lefty) Lanza, said.

All of the 15 men—and 17 deported last week to the island of Lampedusa off the North African coast—had been removed from Sicily by court order months or years ago and ordered to live in remote villages on the Italian mainland.

But a wave of Mafia killings in Sicily, including the slaying of the Palermo chief prosecutor three weeks ago, led police to conclude that no place on the mainland was isolated enough to cut off their reputed links with organized crime in Sicily.

Two navy minesweepers landed the 15 alleged Mafia chiefs and a 50-man police escort on Filicudi yesterday. A crowd shouted insults at them, but dispersed when police said firmly that the 15 men were there to stay.

Islanders refused to rent any rooms for the men or sell them any goods, so police requisitioned Stefano Parizzio's bar and spent the chilly, humid night in it.

Ulster Leaders Of Both Faiths Assail Violence

BELFAST, May 27 (UPI).—Leaders of all the main Christian churches in Northern Ireland joined today in denouncing the bomb attack on the army-police station in Springfield Road which killed one man and injured 21 others.

In the face of the recent acts of terror and violence we call on all Christians to disassociate themselves completely from such actions," the statement said.

It condemned the violence as "utterly unjustifiable and as crimes against God's law."

The statement was signed by Cardinal William Conway, Roman Catholic primate of all Ireland; Dr. George Stills, Protestant church leader; the Rev. James Haire, Presbyterian moderator, and the Rev. John Radcliffe, treasurer of the Irish Council of Churches.

Police hunting the killer of Parachute Sgt. Michael Willet, 27, who died when a 25-pound gasoline bomb was placed inside the Springfield command post Tuesday, appealed to the public to come forward with information. They were hunting a young, dark-haired man, believed to be about 25 years of age, whose description was placed together from witnesses.

Tunnel's 1st Accident

AOSTA, Italy, May 27 (UPI).—The first traffic accident in the six-year history of the Mont Blanc motor tunnel closed the road to traffic for half an hour today. A car slammed into the right wall of the tunnel and bounced to the left wall, making a 180-degree turn in the process. The driver walked away unhurt.

Mt. Etna Lava Changes Course, Menacing Village

CATANIA, Sicily, May 27 (UPI).—A tide of lava rolled to the outskirts of Puzos on the lower slopes of Mount Etna today and authorities began evacuating some of its 470 inhabitants.

The lava veered toward Fornazzo and sliced across a road linking the farm village with neighboring Linguaglossa less than 24 hours after officials said it apparently would bypass Fornazzo.

Officials said one fiery finger stabbed close to the center of Fornazzo, located at a height of 2,647 feet up the side of the volcano.

Today's development continued a drama which began 54 days ago when the 10,922 foot high volcano began rumbling and bubbling in its most spectacular show in 43 years, sending down a lava tide 1,000 yards wide.

Britain-Spain Talks Ignore Gibraltar

MADRID, May 27 (UPI).—The first official visit in ten years by a British minister to Spain was concluded yesterday—without Gibraltar having been mentioned even in passing.

"Gibraltar was not even mentioned once," Anthony Grant, parliamentary under secretary of trade, said at the conclusion of three days of talks with Spanish government members.

"The Spaniards did not mention it, and I saw no need to discuss it either."

Mr. Grant met with the Spanish ministers of trade, economic planning and industry, representatives of the national industry institute and civil aviation officials to discuss mutual trade, British investment in Spain, and tourism.

Park's Foes Gain Some in Korean Vote

SEOUL, South Korea, May 27 (UPI).—The ruling Democratic Republican party of President Chung Hee Park was snared today of a safe parliamentary majority. However, it lost its two-thirds hold on the 204-seat National Assembly and faces its strongest opposition in years when Mr. Park and the representatives begin their new terms in July.

With 149 of the 153 popularly elected constituency seats decided in the Tuesday election, the Democrat Republicans held 95 seats. The major opposition New Democratic party elected 61 candidates, and two splinter opposition runners were seated.

Opposition Power Grows

The ruling party was expected to get 27 of the proportional representation seats, decided on the basis of the popular returns, and the opposition party, 24. Thus, the government party was likely to emerge with a total of 113 seats and its opponents with 91.

With control of more than half the assembly, Mr. Park's party could assure passage of most of its bills. But the opposition will have enough power to hold up Mr. Park's programs.

Mr. Park now faces the stiffest opposition in the assembly since he won the first of his three terms eight years ago.

French Consul Foils Kidnap Bid In San Sebastian

SAN SEBASTIAN, Spain, May 27 (UPI).—Four armed men presumed to be Basque nationalists today tried to kidnap the French consul in San Sebastian but fled when he resisted them. French consular sources reported.

The attempted abduction of Consul Henri Wolmer occurred a block away from the place where nationalists kidnapped West German honorary consul Eugen Beihl last December during the trial of 16 Basque extremists at Burgos. Mr. Beihl was released unharmed in France on Christmas Day.

Consular sources reported two men, one of them poking a sub-machine gun into Mr. Wolmer's face, tried to force him out of his villa and into a car in which another two men were waiting.

Mr. Wolmer resisted. He punched the would-be abductors and shouted for help, the sources said. The two men ran to the car, and drove off.

Trinidad Ruling Party Sweeps All 36 Seats

PORT OF SPAIN, Trinidad, May 27 (Reuters).—Prime Minister Dr. Eric Williams's People's National Movement (PNM) swept to power for a fourth five-year term in general elections here by taking all 36 seats in the Trinidad and Tobago Parliament. The elections were fought without candidates from the major opposition party, which called a boycott of the elections.

The PNM first won power in 1956. Yesterday's election was the second since the twin island state became independent in 1962.

Rail Switch: State Sues Man Killed by Train

BOLZANO, Italy, May 27 (AP).—A man who was run over and killed by a train near this north Italian town early this month was sued by the state railway company today on the grounds he delayed trains.

Two trains had been stopped for an hour after Guercino Cappella, 29, allegedly committed suicide by throwing himself under a passing train.

According to Italian law if the person sued is dead his relatives are considered responsible on his behalf.

LSD Youth Kills 1, Wounds 2, Fueling Italy Furor on Crime

ROME, May 27 (UPI).—A drug-crazed West German robbery-murder suspect shot and wounded Rome's chief crime fighter today amid a growing public clamor for reinstatement of the death penalty in Italy.

Police charged Manfred Becker, 21, a native of Dortmund, West Germany, with the murder of leather store operator Wanda Campagna, 50, the wounding and robbery of her clerk, Damiano Damiani, 38, and the shooting of crime squad chief Salvatore Palmieri.

Police picked up the suspect at midnight in the Villa Borghese park during a city-wide manhunt for a "tall blond with a foreign accent."

They said the suspect told them he was "high" on lysergic acid—LSD—and recounted a confused tale of shooting up a store 100 yards from police headquarters on Via Nazionale, Rome's biggest shopping street.

Chief Palmieri took the suspect to the railway station at the nearby beach resort of Ostia after the young man said he had abandoned a .768-mm. pistol there.

Police said that while they searched the station, the suspect suddenly yanked the gun from a wastepaper basket and, as officers grappled with him, shot Mr. Palmieri and tried but failed to shoot himself.

Owners of stores along Via Nazionale opened 90 minutes late today after a protest meeting to demand more police protection.

The Rome newspaper Il Messaggero, in a four-column headline, quoted relatives of the dead woman as saying: "What is needed is the electric chair. We need to live in safety."

Their plea for restoration of the death penalty came days after a committee of women from important Genoa families sought the death penalty for crimes against children after the kidnap-murder of Milena Sutter, 13-year-old daughter of Italy's "king of shoe polish."

The death penalty was abolished in Italy after the fall of fascism.

The holdup on Via Nazionale, in which the murderer got only the 3,000 lire (\$4.90), in Damiani's wallet, happened just at evening closing time.

A large crowd gathered, and some motorists abandoned their cars on the street to see what was going on. The resultant traffic jam soon spread throughout the city center.

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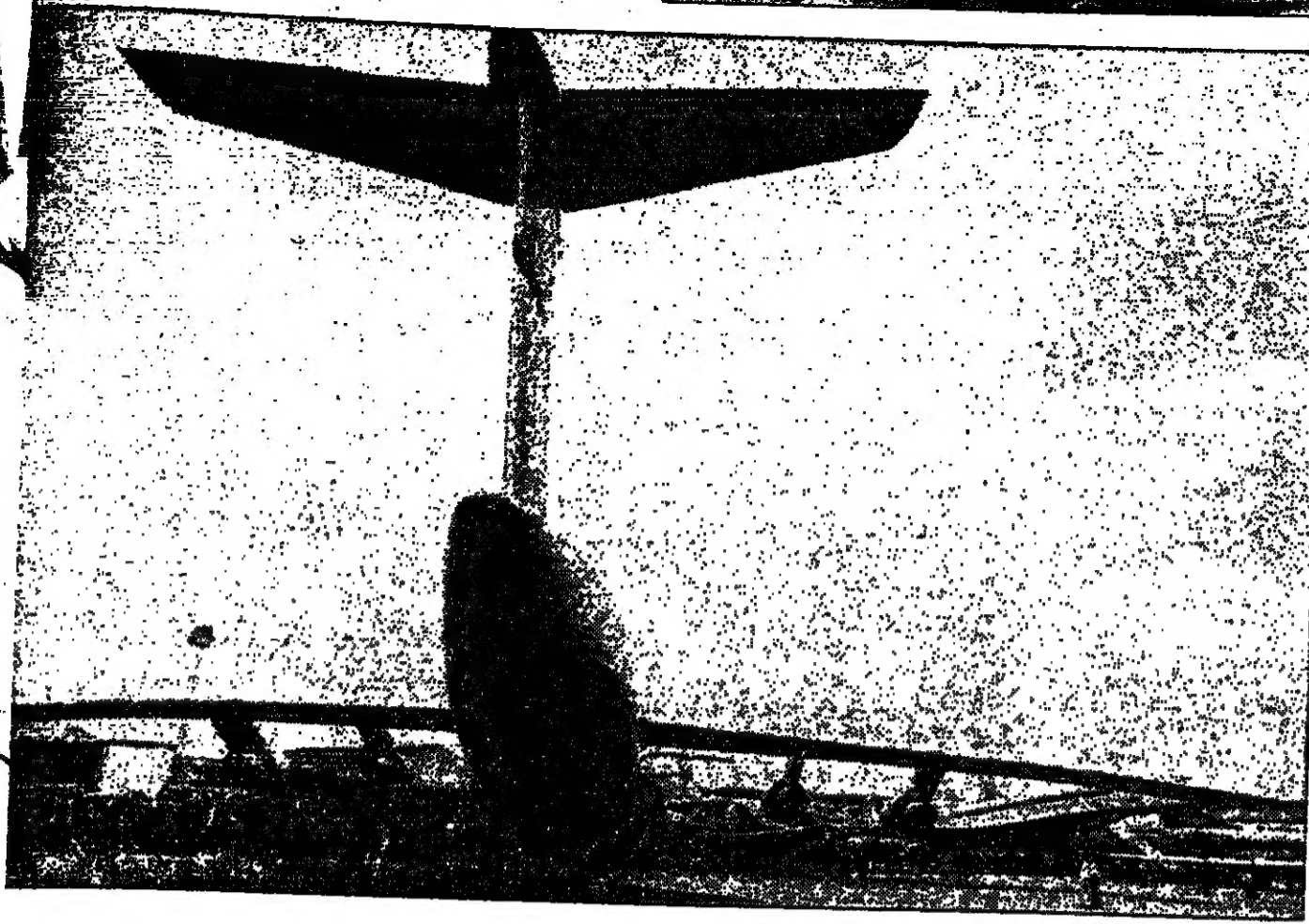
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With Splashy Display

Russia Prepares Broad Expansion

By Axel Krause

PARIS.—"We may still be newcomers to the international business, but we definitely intend to expand on a worldwide basis," said Alexander Besedin, head of the new international division of the Soviet Ministry of Civil Aviation.

Mr. Besedin, who is also a member of the Soviet Union's aviation industry during a recent

visit to Paris, said that the Soviet Union is planning to build new airports and to develop new routes, but that it is not yet decided whether to build new routes.

He pointed to a nearby model of the Yak-40, the short-haul passenger jet, which for several years has been a Soviet standard at previous Paris air shows. Not only is it beginning to sell in the West, however, but the export drive is revealing lots about the Aviaexport drive sales and backup (technical assistance) being spurred by the need for hard, convertible Western currency.

And the lessons now being learned with the Yak-40 will be applied increasingly to promotion and efforts to sell the Tu-144 in Western markets over the next few years.

Last year, three Yaks were sold to Aeroflot, an Italian feeder line and which is also franchised to sell the small, sturdy heavily powered passenger jet in the West. Pending official certification, a West German group has options to buy eight; the French plan buying three, as many airlines around

the world including groups in Australia, Latin America and Saudi Arabia. Alaska Airlines, reported unequivocal interest.

The Soviet embassy in Washington, moreover, has already moved toward obtaining an airworthiness certificate from the FAA—a long, complicated but indispensable process—although the State Department recently said that no action has been taken yet.

In a surprise, precedent-shaking move, Soviet officials for the first time last year permitted Italian government aviation teams to inspect the Yak-40 production plant at Saratov, southeast of Moscow to complete certification. "Despite what people say," Mr. Kharichenko flatly declares, "on-site inspection will present no problems whatsoever, for serious customers."

Moreover, he says that European supply and spare parts depots are being built and that the Yak is being offered in four versions—including a plump executive model, with built-in radio-telephone and bar said to be a

(Continued on Page 13, Col. 7)

IATA Director Tells Airlines:

Cut Costs to Surmount Current Squeeze

By Knut Hammarhjöld
Director General International Air Transport Association

PARIS.—The occasion of the 1971 Paris Air Show, offering the international aerospace industry a shop window to the world, presents a timely opportunity to focus attention on the future development of international civil air transport and its impact on the manufacturing industry.

It is clear that the future prosperity and success of the civil aircraft and equipment manufacturers will depend heavily on the parallel economic health and successful development of the airline industry, and particularly on the scheduled airlines which comprise the major market for a wide range of these products.

The 107 member airlines of the International Air Transport Association are currently operating a fleet of over 4,000 aircraft (85 percent jet-powered) and have invested many millions in ancillary airborne and ground equipment. IATA forecasts show an estimated \$30 billion capital investment planned by these airlines alone in the period 1970-1974 for further equipment and facilities toward supporting the expansion required to handle the huge volumes of passengers and cargo projected through the 1970s.

The ability to fulfill this massive investment program will depend on the airlines' economic position and the longer-term basic profitability of their operations. Failure to achieve this objective could result in a slowing down of procurement or, at worst, cancellation of orders. In contemporary jargon, this means simply that if the airlines "hurt," then the manufacturing industry can expect to share the pain.

Over the last two decades, the civil air transport industry has continued to demonstrate a dynamic development pattern, and the future growth potential to meet the burgeoning public demand is immense.

Although some individual airlines are reporting continued, albeit generally reduced, profit positions, it is common knowledge that the industry as a whole is currently passing through a downswing in its traditional financial health cycle, compounded by the recent parallel difficulties and restrictions in the general economy.

World scheduled traffic increased 15 percent in terms of revenue ton-kilometers performed in 1970 (\$2.17 billion), while total operating revenues increased by 11.8 percent (\$18.02 billion). But operating expenses increased by 11.9 percent and total worldwide gross operating profit for the industry remained at the 5.5 percent level (\$989 million).

Final net profit for the year, after non-operating items such as interest charges, income taxes, retirement of property, etc., will be at a much lower and marginal level. If this position is allowed to continue, in the long term it will be difficult to support either the provision of internal capital or generation of external loans for the necessary investment commitments.

Unit Costs and Load Factors
In general terms, the airlines' present disappointing financial trends can be attributed to low profitability deriving from the inter-relation of shrinking revenue yields, unsatisfactory average annual load factors and the bottoming out of the earlier downward curve in unit costs.

This situation, arising at a period of peak re-equipment procurement of new fleets of wide-bodied jets such as the Boeing 747s, DC-10s, L-1011s and A-300s, and possibly SSTs, must also be considered against the present background of spiraling inflation in external costs for equipment, services, wages, fuel, airport/navigation user charges and environmental problems to which the airlines are subjected but over which they have little or no control.

During the 1960s, the introduction of more efficient jet aircraft and other measures to improve efficiency provided a reduction in unit costs, allowing the marketing of lower normal and special promotional passenger fares and cargo rates to fill the increased capacity produced. These tariff reductions and the increasing percentage of traffic moving at the lower fares and rates produced a decline in average revenue yields.

The downward trend in average unit costs bottomed out a few years ago and there is now an upward movement. The cost benefits of the more efficient high-capacity aircraft are at present (Continued on Page 13, Col. 2)

U.S. Aerospace Industry Sees First Signs of Hope

By Michael Geiler

WASHINGTON (WP).—For the first time in several years, there are signs that business in the ailing U.S. aerospace industry may soon get better.

The Nixon administration has asked Congress for more money for defense in the coming fiscal year, the first proposed hike since 1969. And Defense Secretary Melvin Laird, refusing to be intimidated by congressional doves, has repeatedly warned in recent weeks that still more increases may be piled on if the Russians continue the pace of their nuclear weapons build-up.

Though production of military aircraft continues to wind down with the fighting in Vietnam, the new military spending plan launches the Pentagon into development of a half-dozen new types of warplanes which could easily total more than \$30 billion in new orders over the next five to seven years.

Hold the Line
● After five years of steady decline from the days when the nation was anxious to get to the moon, the new budget request for

space exploration also seeks to at least hold the line at this year's level of just above \$3 billion.

And there is even the prospect that the country's commercial airlines, which collectively lost \$175 million in 1970 and are still losing money this year, may ride out of their depression in 1972 on the heels of a certain attempt by the White House to restore confidence to the economy as a whole in an election year.

Despite these signs, however, company executives are taking nothing for granted. The aerospace industry has suffered in the past three years has made sceptics of many of the men in the boardrooms.

Their scepticism reflects mostly a realization that the mood of the country has shifted along with the fortunes of their industry, and that the forces in Congress reflecting that shift are now more numerous, articulate and well organized than ever before.

The country has grown weary of war, suspicious of its erstwhile god of technology, and largely disinterested in the moon and beyond. Even rock-ribbed, conservative Middle America seems to have been staggered by the enormous costs of modern day war machinery.

No Longer Routine
Thus, while the Pentagon is pressing to modernize the U.S. arsenal with new planes and missiles long delayed because of Vietnam expenses, the passage of those plans through Congress is no longer routine.

Sen. William Proxmire, D-Wisc., the Pentagon's number one nemesis and leader of the successful rebellion in Congress against the super-sonic transport, views the Senate's anti-SST vote earlier this year as a landmark: dramatic proof that public opinion can be aroused and focused to veto big projects which have strong administration and financial backing.

This year, Sen. Proxmire heads no Defense Committee of the Members of Congress for Peace through Law (MOPL), a bipartisan coalition of 115 senators and representatives banded together in opposition to a number of Pentagon projects.

The MOPL plans an assault on 14 different military projects in the coming months while the new military budget is still on Capitol Hill.

Their opening shot came early this month and recommended killing the Air Force's top priority, \$11 billion project to build a fleet of new B-1 manned bombers to replace the aging B-52s. The MOPL claimed the bomber may play no role at all in nuclear deterrence in the 1980s and beyond, and that even if it were needed a different kind of plane would be a better bet.

The group claimed the real costs would be more than \$20 billion since a decision to build a new bomber would eventually mean a commitment to build a new fleet of jet aerial refueling planes as well.

By S. T. Kantin

PARIS.—The heavy artillery at this year's show has been provided by the Soviet Union. Just one week after the Senate voted again to take the United States out of the super-sonic race, Russia is launching an all-out attack in favor of its Tupolev-144.

The first super-sonic transport plane to be completed, and according to reports from the Soviet Union, the first one to become operational—perhaps later this year, or next—the Tu-144's entry into Paris has been introduced by a well-orchestrated aerospace crescendo.

But the whole Soviet symphony sings out one theme: sales. In a social aside, cosmonaut Pavel Popovich came early to France on a goodwill trip. And he may be joined by other Soviet spacemen, who will come all smiles to meet America's astronauts, to see the air show and to show what the Soviet Union is allowing the rest of the world to see.

And what the world can see

is an exciting space exhibit which includes the back-up vehicles for the Luna-16 shot that brought back samples of moon dust, the back-up vehicle for the Lunokhod, slowly aging but valiantly exploring the moon some six months after it landed on the Sea of Rains, and mock-ups of two Soyuz craft linking in space.

And then, there is also the Tu-144, on the flight line and in two 20 minute exhibitions on June 5 and 6, the MV-12, unquestionably the world's biggest helicopter and the Il-76 a four-jet, long range heavy cargo plane. All three aircraft are being shown in the West for the first time.

Although some Western air industry spokesmen may counter with expressions such as profitability, development costs, military missions and not up to Western standards, the Russians will have captured the imagination of the visitors to the air show. They will also have helped push one message across: the super-sonic transport is a reality.

The American exhibition, reflecting the mood of the United States, appears to have ignored this message.

But the are in the hole of the sparkling new U.S. pavilion is the rarest of items at the air show—a 2.5 pound chunk of the moon displayed near the Apollo-12 capsule which brought it back to earth in 1967.

As for the U.S. pavilion, it tells the story of what Washington calls the era of the super jet, the wide-body large-capacity planes which are flying today.

To help it tell that story, and that of U.S. air and space development the United States has mobilized the Apollo-14 astronauts Alan Shepard, Stuart Rossa and Edgar Mitchell who returned from the moon last February. The trio will come to the air show Monday, hold a press conference, visit the exhibits and socialize with the cosmonauts before moving on to a wine feast in Burgundy.

The American flight line is a little more impressive. It will feature, for a few days at least, the world's biggest aircraft, the Lockheed C-5A, and two of its wide-body jets, the Lockheed 1011 TriStar and the McDonnell Douglas DC-10. It will be the first flight to Paris for all three planes.

France, the host country, is sliding with both giants. One of the most vocal advocates of the super-sonic message, it is proudly showing the Concorde 001, just from a wing-stretching tour to Senegal. The Concorde, the West's first super-sonic venture which, controversially, not, may well turn out to be a familiar sight over the North Atlantic before the decade is out.

The Concorde program is part of the good fortune which has recently come to the French aerospace industry and partially explains France's determination to keep that program alive. Some 100,000 persons are employed in the industry which last year merged its three nationalized companies to form the Aérospatiale, a firm the size of General Dynamics, which is a partner in the Concorde and European Airbus projects. The industry last year booked more than \$1 billion in export orders, 87 percent of which was for military equipment.

The European Airbus A-300B is being displayed in Paris in a wingless mock-up, France's other entry in the Airbus field, the Dassault Mercure, a short haul plane, is also expected at Le Bourget.

Equally significant on France's flight line is the return of the Breguet 941 STOL transport. Conceived more than a decade ago for French military use, the Breguet 941 can carry ten tons of cargo off a 1,500 foot airstrip and land on a makeshift inner city strip, as it has done in Paris, Brussels and New York. Known in the United States as the McDonnell Douglas 188, the plane, for various reasons—political, financial, or just plain lack of interest—has never gotten off the ground.

But the lack of interest in STOL craft seems to be coming to an end. At a time when Jacques Block, the chief engineer of the Paris Airport Authority, warns that continued development of airports at current requirements would turn the whole of French territory into just one big air platform by the year 2050, Canada has announced that it will open a short take-off and landing line, including an air network system for STOL planes between Toronto and Montreal by next year.

This will be the first STOL link between major cities anywhere in the world. The Canadians will use the 14 passenger Twin Otter that De Havilland of Canada is displaying at Le Bourget.

The number of STOL craft being shown in Paris indicates the growing interest throughout the world in depolluting airports, airlines and the air. Among the military craft that can take off from short fields is the famed British Harrier, that can even go straight up. Recently purchased by the U.S. Marines, the Harrier, a vertical take-off fighter will be the star of the British display—with, of course, the British participation in the Anglo-French Concorde. (The British-made Concorde 002 has remained in England, to continue its test program.)

West Germany, with its Dornier 28-B Sky servant, Spain with the Hispano C-212 Aviocar, France again with the Rallye-Minerva 230, Britain again with the Islander and Tristar, Israel with its Arava, Italy with its G-322 and Switzerland with its Pilatus, are proving that short take-off and landing craft will be, along with the super-sonics, the planes of tomorrow.

Israel, which in addition to its Arava, is displaying its executive aircraft, the Commodore Jet, is a newcomer—as a producer—to the Paris air show. The other neophytes to the world's biggest air display are Japan, displaying its Fuji FA-200, single engine private plane, and the Mitsubishi MU-2, a 14-seat executive craft; Denmark with its Polytec glider tractor and Yugoslavia with the Galeb-2, a fighter-trainer and the Jastreb-2, a tactical fighter.

Special Report

THE 29th PARIS AIR SHOW

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—are certain to be the principal attractions of this air show. Next to the space capsule is a mock-up of the lunar rover, the moon jeep, that will be used during the Apollo-16 mission. The decoration of this outdoor area is used to recall American participation and the stages of the conquest of air and space.

After leaving this yesterday aspect of the U.S. pavilion, the visitors will enter the today area, through a full-size mock-up of a section of the interior of a Boeing-747 fuselage. The huge passenger cabin serves as an entrance to the main building.

Steel Cable Spokes
The main building is a circular structure with a roof supported by steel cables like spokes on a bicycle wheel and a wall of gilt-colored anodized aluminum. It is divided into two parts, the inner core reserved for businessmen and the outside perimeter aisle for the public.

The outside perimeter aisle tells the story of the wide-body jet in its different aspects. There, the visitor can see, through 16 company booths, panel designs or mock-ups, the engine of the jumbo Boeing, its landing gear, as well as a cockpit cabin used in the final designing of the aircraft.

The Commerce Department decided on a permanent structure at the Paris Air Show after studies by Charles M. Shaw, who designed the building, indicated that it would turn out cheaper to build one than to rent, and set up a temporary building every two years, as had been done up to now.

According to a ten-year contract worked out with the Paris Air Show authorities, the Commerce Department built the permanent structure, which it turned over to them. The Air Show authorities then lease the building to the Commerce Department for every air show of the coming decade. And because the building will also serve to house other exhibits at Le Bourget on non-air show years, the leasing fee has been set very low.

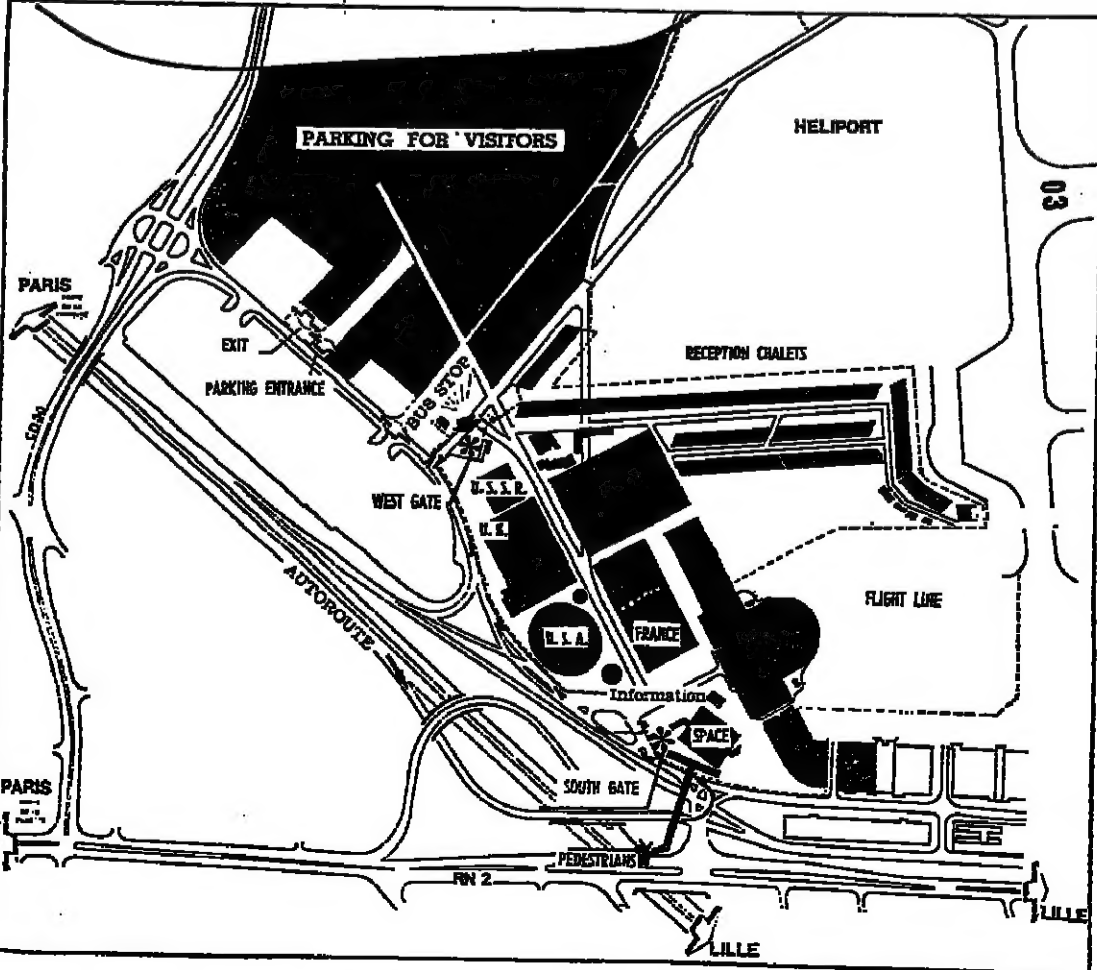
Hard Sell
This inner core reserved for hard sell is a two-story section which, in addition to company booths, has conference rooms, restaurants and offices where businessmen can carry out their deals.

The general public however will be ushered through one of the smaller circular structures to see six simultaneous audio-visual displays featuring the different aspects of the giant American planes, the Boeing-747, the Lockheed L-1011 and the McDonnell-Douglas DC-10. The display will also enter the public to visit the United States.

After leaving the audio-visual area, the public will be led to the outdoor display of the Apollo-13 command capsule alongside which is a 2.5 pound piece of moon rock brought back to earth in 1969 aboard that capsule.

Although not part of the centennial of this year's U.S. pavilion, the Apollo capsule and the moon rock—along with the two European super-sonic planes

Plan of the Air Show



The more you know
about classic cars,
the more
you like the
1936 Rolls-Royce



The more
you know
about Scotch,
the more
you like
Ballantine's

Imported from Scotland

Bonn's Industry Gets Ready To Play Larger World Role

By Hans J. Stueck

BONN, (GTT)—West Germany's small but ingenious aircraft industry—59,000 employees and an annual turnover of \$640 million in 1970—is finally bracing itself for a larger role in the international airline business.

After years of hard toil and remarkable, though unprofitable, successes the industry brought out West Germany's first passenger jet airliner, the VFW-614.

The VFW-614, powered by two Anglo-French-built Rolls-Royce-SNECMA engines has attracted to date 29 orders and options from airlines in Argentina, Denmark, Yemen, the Philippines and West Germany. Delivery of the plane is to start before the beginning of 1972.

The plane was developed by Vereinigte Flugtechnische Werke, West Germany's second-largest plane maker, which merged with the Netherlands' Fokker company in 1969.

VFW states its sales hopes for the \$2.45 million intercity jetliner on thorough market investigations which have shown that 400 airlines in the world need between 1,200 and 1,400 jet-powered feeder aircraft within the coming decade. The company said it hoped to clinch at least 400 of these orders. The break-even point on the \$430 million VFW-614 program is estimated at 175 planes sold.

Laying claim to being the world's smallest jet airliner to date, the VFW-614 can carry a maximum of 44 passengers or four tons of cargo over a distance of 415 miles, a handy range to connect major metropolitan airports in central and Western Europe.

The VFW-614 is not on display in Paris.

The high hopes of West Ger-

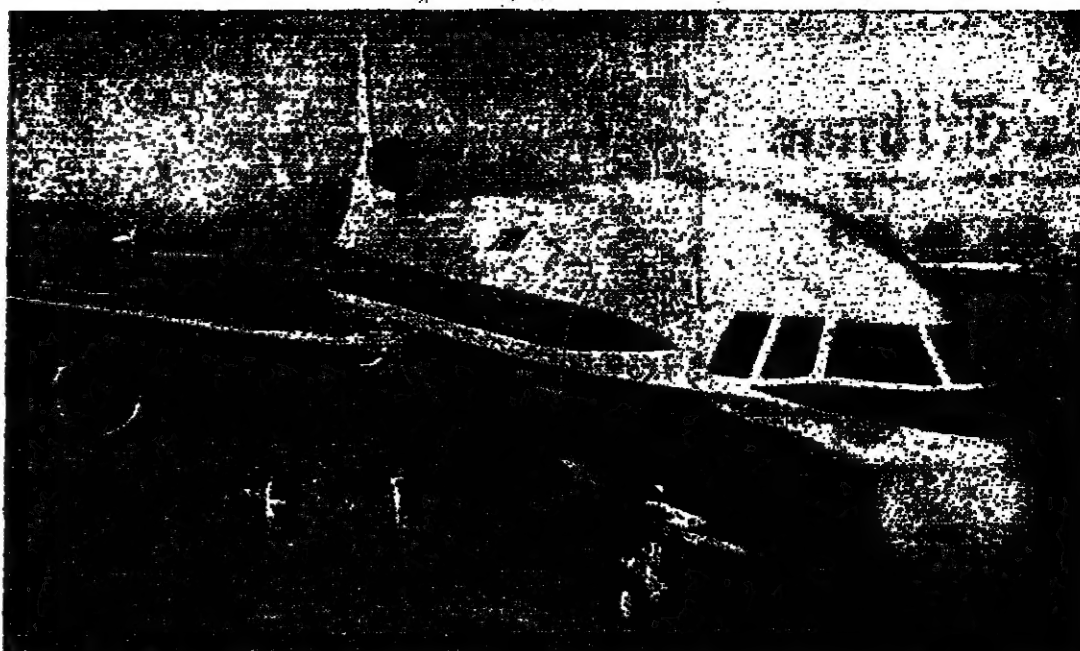
man plane manufacturers—the Dornier works' twin-engine STOL Skyvan executive plane is selling like hot cakes with more than 180 orders—contrasts sharply with the gloomy outlook for commercial use of West Germany's VTOL work.

Although Bonn's Defense Ministry has so far spent an estimated \$400 million on the development of VTOL aircraft, notably the DO-31 by Dornier, a government-appointed expert commission recommended last month the indefinite postponement of a long-expected government order for a civilian VTOL transport modelled after the DO-31.

In connection with NATO's switch from a strategy of nuclear deterrence to one of flexible response with a high nuclear threshold, the Defense Ministry virtually stopped two other VTOL projects after they reached the prototype stage—the Messerschmitt-built VJ-101, the world's first VTOL aircraft that reached supersonic speed, and VFW-Fokker's VAX-191, an experimental strike fighter which serves as an experimental carrier under a three-nation project to develop a short take-off and landing multi-role combat aircraft, MRCA.

Another project in the field of military aviation links West Germany's Dornier company with the French Dassault-Breguet group. This program was initiated in 1968 to develop a jet trainer, the Alpha Jet for the French and West German air forces. Right now, the two companies are embarking on the prototype phase.

Considering its notable achievements, the Paris exhibit of the West German aircraft industry is rather low-keyed.



AIRBUS—The Lockheed L-1011 TriStar, powered by three Rolls-Royce RB-211 engines.

Wide-Body Airbus Comes in Three Versions

PARIS—Three very similar, very new airliners are being presented at the air show, but they will have come here in very different states of readiness.

The McDonnell Douglas DC-10, which will be flown in Wednesday bearing its builder's colors, is scheduled to enter regular airline service later this year; the Lockheed L-1011 TriStar due Monday will be brought in under the power of the much troubled Rolls-Royce RB-211 engines and its entry into regular service has been delayed until that trouble—development, financial, production—is solved. The European A-300B Airbus is shown in a full-size mock-up with the promise of a first flight next year and service by 1974.

But there are more similarities among the planes than dif-

ferences. All three belong to the current high-capacity aircraft generation.

The first models of the two American planes can carry about the same number of passengers—about 270—have similar ranges, that is 3,600 miles. The European Airbus, built by a consortium of French, West German and English firms, can transport up to 250 passengers but will limit itself to a range of 2,600 miles.

Similar Missions

Their missions are also very much alike: that is carry the largest number of passengers at one time in order to decongest airports, reduce the direct operating costs of airlines, thus making each flight more profitable (the jumbo Boeings have managed one of the lowest seat-mile costs of any aircraft) and eventually to be able to reduce fares, and cut down on noise and air pollution.

The question may soon arise whether there is enough room on the airliner market for all three planes. The British government, which canceled plans to build a competitive English Airbus, the BAC-311, last year, demurred, for among other reasons, fear of too stiff competition.

Huge Potential

Yet the firms are going strong, producing and developing their planes for what they believe is a huge market potential.

The builders of the Airbus say that there is a market for 1,100 aircraft of the type of the A-300B up to 1980. They carefully specify that their craft is a short-to-medium range Airbus, being designed for routes such as are most common in Europe. And they insist that they are not in competition with the larger-capacity, longer-range U.S. trijets.

The Airbus builders believe they can capture at least half of the world Airbus market with their plane and see the break-even point of development and production being reached somewhere around the 200th plane.

They admit, however, that they have no firm commitments from airlines to buy any A-300Bs, although they have received letters of intention to buy 35 to 40 of their planes.

McDonnell Douglas has sold its DC-10 to 19 airlines, including nine in Europe, where they may be used on routes where the Boeing jumbo is not as profitable as expected. The early delivery date of the DC-10 is also likely

to give it an edge where competition is sharpest.

Lockheed has announced the sale of 178 TriStars to nine airlines, none of which is European and it has promised to start delivery as of 1972. Lockheed estimates the total Airbus market at 1,400 airplanes, of which, it believes each builder can get a fair share.

One Too Many

"Among the three, there may be one too many," an official for one of the Airbus manufacturers said. However, he felt confident that the market will expand to find room for all of them.

Politics may also play a part in helping airlines choose an Airbus. The European governments which are guaranteeing loans to pay the \$460 million needed to develop the Airbus, will not fail to coax their national airlines to preferring the European venture, at least on the shorter routes.

And although further delays in the production of the Rolls engine may affect the normal commercial success of the TriStar, the British are likely to have too strong an interest in the financial health of their major engine manufacturer to look beyond the Lockheed plane.

West Germany is leading customer to parts in the first of the United States customers for British parts.

Israel Comes to Paris Show As Producer for First Tri

PARIS—Long one of the more interested buyers, Israel has come to the Paris Air Show this year for the first time as a aircraft producer seeking a market.

Two planes of its production are being shown on its stands: the U.S. designed, but Israeli refined and built Commadore Jet 1123 and the all Israeli-conceived STOL cargo plane, the Arava.

The Commadore Jet is a ten-seat executive aircraft originally developed by the North American Rockwell Co. Israeli Aircraft Industries bought the Commadore Jet production facilities and licenses from the U.S. firm in 1967 when North American decided to abandon its light executive jet program.

The plane was then designated as the 1121, of which Israeli Aircraft Industries has built more than 40 units. However, Israeli engineers have since then developed a larger model, the 1129, a roomier plane which is scheduled to go into production this year at the rate of two per month. The

1123 will sell for less than \$1 million.

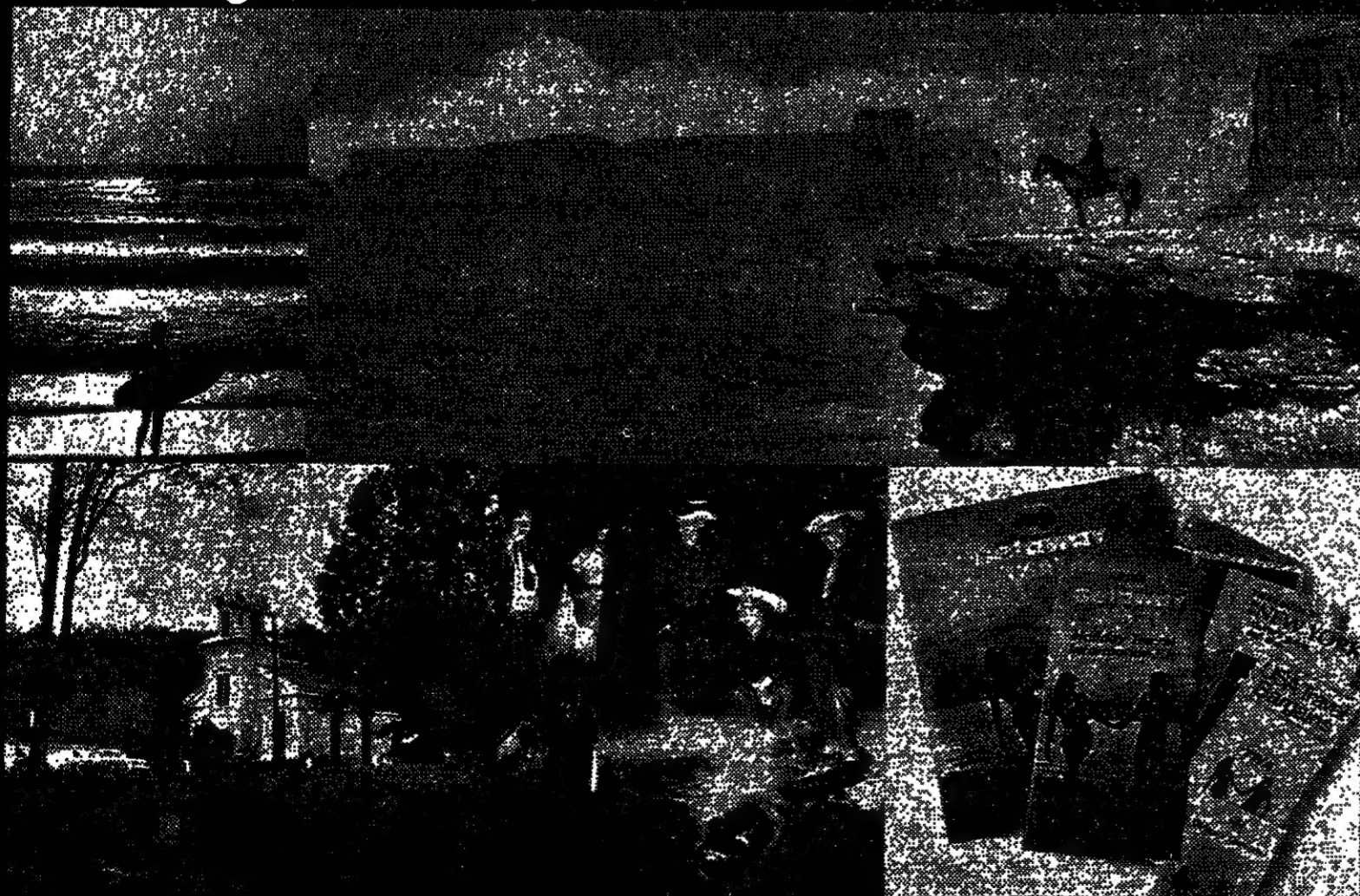
The Arava is a turboprop cargo or passenger plane intended for both developing countries and low operating costs.

Powered by two Pratt & Whitney Canada turbine turboprops, capable of carrying payload of 30 passengers or 10 tons, range, flying at 10,450 feet, fuel consumption of 10.5 miles in its cargo version.

The Arava's short landing characteristics make it possible to take off from 525-foot-long strip, a 50-foot obstacle.

Ten pre-products presently being built is scheduled to start at the rate of \$1 million. The selling price at about \$450,000. Israeli Aircraft Industries expects to take about 10 to 15 per cent of the world market for which it estimates

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A-300 B built by AÉROSPATIALE in co-
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- The new generation Twin-Jet
- Fuselage of large dimensions
- Advanced design engines, with a high by-pass ratio
- Freight Containers interchangeable with Boeing-747, Douglas DC-10 and Lockheed L-1011

The West's Only SST

Concorde Displayed in Gleaming Controversy

PARIS—Confirming the words of French President Georges Pompidou, "Concorde is here, as anyone can see."

The West's first supersonic transport is at the Paris air show—following a test flight to Paris which is the equivalent of North Atlantic run—supported by the assurance that the French government will spend all the money necessary to bring the Anglo-French Concorde project a successful start.

When Mr. Pompidou became a first head of state to fly at the speed of sound as he went to Toulouse aboard the Concorde earlier this month, he did not add a page to the book opened when Spain's reign of Alphonso XIII took to the air one of Wilbur Wright's flying machines some 60 years ago, was warning skeptics, including France's vacillating British partners, and politicians on both sides of the Atlantic that the age of supersonic transportation had begun.

Set Taken

The Concorde project was a go, Mr. Pompidou said; many technical and commercial problems had to be overcome. Technically, the plane is a success, he added; that he was confident that the commercial problems would be solved. The bet is taken and will be kept, Mr. Pompidou said.

Nevertheless, in an aside probably aimed at American interests, he declared that the Concorde project was not a bet, but a decision to take on the West's SST.

The technical problems, which Mr. Pompidou said had been solved, were numerous. They included building a commercially viable aircraft capable of doing what no military plane—no commercial restrictions—is yet able to do, that is, carry a 4,000-pound payload at more than 2,000 mph on the world's busiest air route, the transatlantic.

After nearly a decade of cooperation, the French Aerospatiale company, and its British partner, the British Aircraft Corp., are producing the prototypes of a plane that was immediately taken as being an arch-enemy of the atmosphere, a financial "Dionysian" and a commercial disaster.

The builders of Concorde lost a time in counterattacking, Mr. Ziegler, President of Aerospatiale, replied that pollution through smoke was an insignificant factor compared to the tons of fuel being poured out daily by automobiles and industries.

Running Away

The plane's noise pollution is effectively being attacked on both fronts: the sonic boom and engine noise. The sonic boom, Mr. Ziegler said, is a little known phenomenon, that is being dealt with in the most discreet way, by making away. While studying means of avoiding the boom, Concorde would fly at supersonic speeds only over oceans or desert areas. In any case, Mr. Ziegler said, this is part of the Concorde mission. Since it is meant to fly as a link between distant places.

As for engine noise, the present engines are being improved, which will be improved on the production side, are slightly less noisy as there of present subsonic aircraft on landing approach. It is noisy on take-off and only more noisy on level flight, Mr. Ziegler said.

The supersonic plane's financial and commercial battles have been harder to face. Although President Pompidou said in Toulouse that the French and British partners knew well a decade ago that their original estimates of \$1 billion for development of a plane that would cost \$1 million per unit were to be set below the first figure, the odds were against it. A shock development has topped the \$2 billion mark—divided evenly between England and France, but specially heavy for financially distressed Britain—and the new selling price has now been set at \$27 million. Slightly more than the Boeing-747.

The cost of developing an aircraft is usually set off against the number of planes sold and the cost of the plane is largely based on the number of units expected to be sold. There can be no such commercial thinking for Concorde.

No Commitments

Only 16 airlines have so far taken options for 74 Concorde, and none yet has turned an option into a firm commitment. The plane's builders have stated publicly that there may be a market for 150 to 300 Concorde, although they refuse to state at what point they would start making a profit, if ever, on the plane.

Most likely, the attitude of the builders and the governments involved (the French partner, Aerospatiale is a state-owned firm) will probably be that explained by Marcel Dassault, a few months ago.

Mr. Dassault, a legendary figure among aircraft builders, whose Mirage fighters equip the French Air Force, has been very close to the government on aircraft matters. In a press conference in defense of the Concorde, Mr. Dassault declared that progress in this field depended on the government's willingness to absorb the development costs. Although the progress he was referring to was the development of a super or second generation Concorde, it was clear that Mr. Dassault also had the present plane in mind.

The importance of developing supersonic transport is not restricted to the prestige attached but to fulfill what Mr. Pompidou called the "vocation" of France and Britain, two pioneers of aviation, as well as to keep the aircraft industries of the two nations busy.

Continuation of the Concorde program would be the only current way of keeping them busy by giving French and British aircraft industries a lead of several years over its only real potential competitor, the U.S. aircraft industry.

When the United States finally accepts to build an SST, the market may be split up as Mr. Dassault said he had once suggested: American industry will concern itself with long-range supersonic planes while leaving

the medium-range market to Europe.

The commercial operation of the plane remains a big mystery that will be solved only after 1974, the year the Concorde enters airline service. Aerospatiale has declared that the Concorde could be operated profitably with 138 passengers on board paying a fare 25 percent higher than the present tourist class fare across the North Atlantic. That is less than the current first class fare.

Aerospatiale says that at that rate, a flight with only 60 passengers on board out of a 138 passenger-configuration plane would still break even. The French company claims that it would have no trouble filling the planes however, since the Concorde would present the major flight luxury, discrimination by speed. And it points out by comparison that all high-speed trains in Europe are money-makers despite their higher fares.

All the present first class traffic, that is 10 percent of the total market, would transfer to Concorde, plus an additional 15 percent of the tourist market, Aerospatiale says its studies have shown.

But the airlines are not likely to court economic trouble, and they will probably withhold their firm commitments to buy the plane until the figures on commercial operation turn out to be what they expected.

However, as past experience has shown, the big companies will certainly succeed in competition. Only a major disaster—economic or other—will restrict the Concorde to the French and British national airlines.

Stewart G. Long, International Vice-President of Trans World Airlines—which holds options for six Concorde—declared in Paris earlier this year:

"... Whether the present version of the Concorde proves economic, whether it will take a second generation Concorde, or another SST, you will be fastening your seat belts and traveling at speeds of 1,300 to 1,400 miles an hour within the next three years. And in the 1980s, you are likely to travel in ultra-sonic aircraft at speeds up to 3,500 miles an hour."

With New Airborne Mercure

Dassault Aims for the Short-Haul Market

PARIS—The Dassault Mercure, which is due to take off any day now on its first test flight, is France's and Europe's first entry in the presently popular airbus field.

Designed as a short-haul, large capacity airliner, the 36 million Mercure, Dassault claims, will operate at a seat mile cost of up to 15 percent less than that now offered on such jets as the DC-9-32 or the Boeing-737-300.

The Mercure is the second civilian aircraft recently built by Dassault—maker of the Mirage—after the fan-jet Falcon. It was conceived following a thorough study of the world market—that is of 3,250 air routes piled by some 200 airlines—indicated that no plane existed that had been specifically built for the short-haul, high-density mission.

The studies showed that what was needed was a plane with a passenger capacity of 130-to-150, plus a freight hold capable of carrying international standard air containers, which would be most economic to operate on routes of up to 1,000 miles. More than half of all current air traffic is along such routes, the studies indicated.

Greatest Increase

At the same time, they showed that the greatest increase of air transportation in the near future will be in that area. Thus, without the Mercure, or similar planes, airlines would be faced with the need of adapting aircraft which were built with other goals in mind to fill the requirements of high-density short hauls.

All the planes presently available for these routes have been designed for longer hauls. The next generation of wide-bodied jets have been designed for larger capacity and optimum range twice that of Mercure.

The current recession and resulting effect on airlines, according to Dassault, has shown a higher rate of increase on short haul routes than on all the others. The economic difficulties of the airlines it adds only further increases their need for specialized aircraft.

According to Dassault, there is a world market for about 1,500 Mercure type aircraft within the next ten years. There is room for 300 planes on the American market alone, and Dassault hopes to be able to take more than half of that market before competing planes are built.

To secure the funds necessary for the construction of the Mercure, Dassault sought the aid of the French government as well as that of other European aircraft builders.

In agreeing to subsidize part of the Mercure development, the French government restricted foreign financial participation in the project to 30 percent. Thus, the French share of the costs was divided between the government (which took 30 percent, that is 55 percent of the total costs) and Dassault, which assumed 20 percent of the French participation or 14 percent of the total costs.

The non-French shares were divided among Fiat, of Italy, which took 10 percent of the total costs, Cassa, of Spain, which assumed 6 percent, SABCA, of Belgium, 5 percent and IMMOB, of Switzerland, 5 percent.

Each of these foreign firms also participates in the building of the Mercure. Fiat builds the rear fuselage and tail of the Mercure. Cassa, part of the forward fuselage, etc. In that way the financial interest of each foreign firm in the Mercure is increased by normal business interests. This also increases the possibility that the countries in which these firms are located will buy the Mercure, if only to assist their local industry.

Sweden Offers Warplanes for Pacifists

PARIS—Sweden is presenting four types of aircraft at the Paris salon, three of which are military planes it hopes to sell to countries that will not need them.

The four-plane participation is the largest by Sweden at any international air show. It includes the SAAB-37 Viggen, the SAAB-35 Draken, the SAAB-105 twin-jet trainer and the SAAB-MFI 15, a light piston-engine multipurpose aircraft which was used to fly aid missions to Biafra during the Nigerian civil war.

Sweden, a professionally neutral country of eight million, undertook to build its own warplanes during World War II when it found that the conflict prevented it from buying planes for its own protection from its traditional foreign sources.

In addition, the planes which have been made available since the end of the war were designed for other markets, other countries

and other missions than those which Sweden would be faced with. Swedish authorities say that to adapt foreign airplanes to Swedish needs would raise the cost of the aircraft to far more than the unit cost of the Swedish-designed and built plane.

Since then, and despite the high cost for such a small country, Sweden has designed and built more than 30 types of aircraft. Yet, design and construction of modern warplanes is a costly affair—some \$500 million for development of the Draken alone—and Sweden has been seeking foreign markets for its products.

Sweden's requirements are the image of the country. Since Stockholm has no aggressive intentions, Swedish authorities say, their planes would be needed only for defensive purposes. Thus, limited range, rapid strike qualities, short take-off capabilities so that the planes may be dis-

seminated throughout the country and fly from single-plane airfields and ordinary road strips, all-weather control and particularly, resistance to the extreme cold of the north.

Furthermore, since Sweden professes to refuse to assist in the waging of any war, it has pointedly refrained from selling its warplanes to any nation which would be likely to use them in battle. Thus, one Swedish official said, the ideal purchaser would be a middle African country which would buy equipment designed for use in the far north.

However, such buyers are rare and Sweden has had to settle for countries where the possibilities of conflict are reduced. Thus it has sold its Drakens and 105s to low-risk countries such as Finland, Denmark and Austria. It hopes to equip the Austrian Air Force with its new supersonic Viggen.



BIGGEST CHOPPER—The Soviet Union's V-12 helicopter, which set a world record by lifting 40 tons at an altitude of 2,000 meters. Powered by four turbines developing 25,000 horsepower, the V-12 can fly at a top speed of more than 160 mph.

U.S. Air Industry Sees First Signs of Hope

(Continued from Page 9)

congressional doves have their way, the Navy's F-14 will be eliminated.

Just a few years ago, such criticism would have been quickly written off. But today more people at least are willing to listen. And the Pentagon, in the last six months, has lost two of its most powerful supporters and committee chairman in Congress with the deaths of Sen. Richard Russell, of Georgia and Rep. L. Mendel Rivers, of South Carolina.

Even some of the traditionally hawkish congressional committees have gone in for Pentagon-watching more intensively than ever before.

The Senate Armed Services Committee under chairman John C. Stennis, D., Miss., is investigating Air Force assertions that U.S. defenses against Russian bombers need to be improved and that

three different planes are needed for the Army, Air Force and Marines to provide close air support of ground troops.

At stake in the bomber defense debate are plans to build a \$2 billion-plus fleet of new radar- and computer-packed early warning planes. Hanging in the balance in the argument over close air support are similarly expensive plans for the Cheyenne helicopter, the A-10 attack plane and the British-built Harrier jet.

Other factors add to the uncertainty surrounding the Pentagon's shopping list. While the arms race seems to be heating up rather than slowing, it is conceivable that the current deadlock at SALT could be broken and the two superpowers agree to limit some of their weaponry. This could cut down on projects like the \$10 billion Safeguard ABM and the new bomber fleet.

As for production of commercial airliners, the top manufacturing officials admit that the picture on new orders still looks grim. The airlines continue losing money at a record clip.

Until a general economic upswing brings a return on a mass of the fly-now-pay-later vacationers, the prospect for stepped up production remains dismal. Several airlines have already slipped some delivery dates and options for their new Boeing-747s, McDonnell-Douglas DC-10s and Lockheed L-1011s.

Though the production backlog for these craft is still impressively high—about \$9 billion—that figure is somewhat deceptive, too, in that it reflects sales made in 1968 and 1969 before things really went sour. In other words, the backlog is sure to slip for a few more years.

Finally, the highly-touted idea

of a few years ago that big defense contractors could somehow successfully beat their sword into plowshares and turn a profit in other commercial or social programs remains a mirage.

State of Health

That the aerospace industry has suffered some hammer blows in recent years is clear, but the industry remains so large and complex that measuring its real state of health is difficult.

For example, by the end of this year the Aerospace Industries Association estimates that sales will have dropped \$6.5 billion since the peak year of 1968. But that still leaves annual sales of \$23.5 billion a year, not a trifling amount.

Similarly, the industry will have laid off about half a million workers; but with a million employees remaining, aerospace is still the largest U.S. manufacturing employer.

And, it appears that those laid off are bearing the brunt of the industry's recession. Aside from the well publicized financial plight of the biggest of all contractors—Lockheed—the other top half dozen aircraft manufacturers remain in the black, though profits as a percent of sales are down.

The Pentagon has managed to spread its new plane contracts around so that only General Dynamics and LTV as yet have no follow-up business in sight. But there is always the space program.

Furthermore, the Defense Department is about to start a new project which will pump about \$100 million a year into the industry to keep designers working on new aircraft ideas.

Northrop Offers U.S. Allies Part in Developing Warplane

PARIS—The Northrop corporation is displaying a scale mockup of a fighter plane, which is the core of what it claims to be a new kind of commercial co-operation development project for military aircraft.

Called the F-530 Cobra, the twin-jet fighter was designed by Northrop to help meet the needs of U.S. Allied air forces for the 1975-1990 period. The plane's performance and capabilities were decided upon, according to Northrop, after exhaustive consultation with at least 20 European countries, Canada and Australia.

Knowing these countries' need, Northrop went on to design the Cobra, which it says is a satisfactory compromise between the varying requirements. Thus, rather than attempting to sell an airplane designed for U.S. Air Force missions and refitted for Europeans, or designing an airplane by committee—which has proved costly to those who have tried it—Northrop has tailor-cut a plane which it says will still meet needs of most of the air forces consulted.

Individual Needs

Thus, individual European nations which cannot afford to build their own aircraft—best suited for their own particular needs—will be able to obtain a warplane designed with at least some of its particular requirements in mind.

Furthermore, Northrop is attempting to seek the aid of a few of these countries to further develop as well as build the Cobra. Italy, Australia, Canada and Holland have been consulted on the project and Holland has promised a decision this summer.

The multi-nation involvement, Northrop says, would enable the countries participating in the project to develop their own advanced technical capabilities, as well as to offset some of the total cost of the planes acquired by producing parts for the aircraft.

Northrop insists that the Cobra was studied not only to fit the military requirements of the nations involved, but also their financial and industrial capacity. This is the first time an American company has sought to develop a military airplane with foreign commercial and technical aid, the company says.

Northrop believes that there will be a market for about 3,000 "air superiority" fighters, high-quality fighter planes among the United States' allies in the 1975-1990 period. It hopes that the Cobra will be able to capture one-third of that market.

The Los Angeles-based Northrop Corp. has invested approximately \$30 million in the project since 1966—including more than 600,000 engineering man-hours and 3,000 wind-tunnel hours.

If there is a positive response "soon" from the countries with which it is discussing the project, Northrop can have two prototypes of the Cobra flying by 1973, it claims.

Each Cobra, assuming 750 are built, will cost between \$2.5 and \$3 million, it is estimated. The minimum sale for undertaking the program would be 400 fighters.

The Cobra will fly at twice the speed of sound and its acceleration and its rate of climb and turn will make it more than a match for any Soviet fighter in air-to-air combat. Its fighting ability will be 30 to 40 percent better than any aircraft flying today, Northrop claims.

Named for the fabled, Cobra-like curve of its wing leading-edge extensions, the plane will be extremely versatile, able to give close support to ground troops as well as carrying out its primary role of maintaining superiority in the air.

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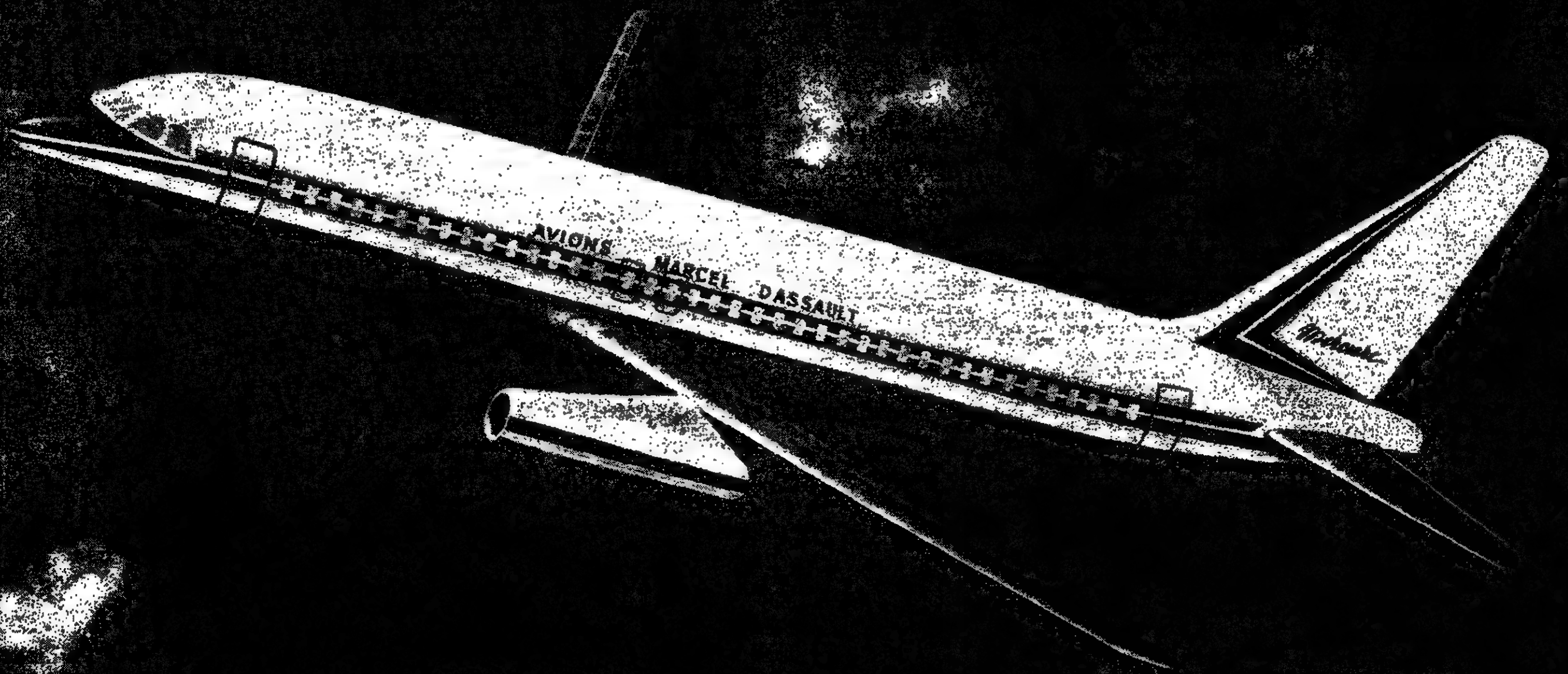
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THE PLANE OF THE FUTURE
"RAPID INTERNAL NETWORK"

هكذا من الأجل

Airport Expert Warns

Air Travel May Be Expanding Too Fast

By Jacques Block

Chief Engineer
Paris Airport Authority

LONG-range air transportation has been developing rapidly and spectacularly in the last few years to the detriment of sea transportation, indicating that nowadays time is more of a luxury than money.

Airplanes have also replaced old-fashioned, uncomfortable trains on medium distances. However, at the present time, a crisis has set in in the aeronautical world, and airlines as well as aircraft builders and the thousands of persons who work for them are suffering its effects.

Concern for the environment, a respectable goal in itself, is being used by certain lobbies for less respectable purposes; thus, air traffic in New York is at a standstill because of the absence of an indispensable fourth airport; thus, London's third airport is still a project for the future and the supersonic transport appears as an enemy in the United States.

But this crisis did not develop suddenly. There have been many indications that it was to come, and that aviation may have grown too quickly in the last 25 years without sufficient concern for the problems it created.

These problems are expressed by the acronym FAIR, and painful it is indeed. F is for people; too many and too crowded. A is for access; airports are becoming inaccessible. I is for income; there is not enough money to finance proper development, and N is for noise, to which everyone is becoming more hostile.

What then are the factors which will regulate the evolution of air travel in the near future?

First people. Despite the high rate of growth of air travel, only a minute proportion of the world's population has used airplanes. In fact, it is always the same people who fly.

The 360 million or so air passengers in 1968 (including the Soviet Union) really correspond to about 100 million different persons, that is, no more than 3 percent of the world's population. It is even more probable that most flights are filled with "regulars" who account for only some ten million persons, or 3 percent of the world's population. From this point of view air travel has only tapped the very smallest part of the potential market.

Another characteristic of air travel is that it concerns mostly relatively long distances. The average distance for passengers of countries belonging to the International Civil Aviation Organization is about 750 miles. Airplanes have conquered most of the long-distance routes, some medium-

distance routes and very few of the short-distance ones. Here, too, there is a vast potential left untouched.

The situation is similar for air freight. Although air cargo has grown by an average of 17 percent per year since 1947—a very high rate—goods carried by plane still account for only an insignificant tonnage compared to world trade.

The future of air transport is certain to follow the upward swing of the international standard of living, education, activity and culture and become more accessible to larger sections of the world's population.

If airlines show dynamism and aircraft constructors continue to improve their planes, they will continue to find a market. However, the fact that the market exists is not enough; the corresponding demand must also be satisfied.

And this is where a certain number of difficulties may arise, such as the crowding of air space and airports, as well as the financial and social restraints.

Another difficulty exists in the development of airports: where to find the thousands of acres necessary to erect these platforms. A statistical example illustrates this difficulty: if air traffic continues to grow at a rate of 14 percent per year and the rule of 250 acres of airport for each million passengers is to be followed, the whole territory of a country such as France should be covered by airports by the year 2050.

This conclusion is obviously absurd, for every development bears its own limitations, unless it creates its own changes which can allow it to start on new bases.

Thus, if air transport continues to grow at a high rate, it will necessarily mean that the needs of airports in area per passenger-year will be reduced sharply. If this were not the case, then the lack of airports would brake the possibilities for air transport development.

Fortunately, the output of airports tends to grow and other means, such as short and vertical take-off aircraft, are beginning to be introduced, and will undoubtedly be used in future air travel.

There is also the noise problem. And short or vertical take-off aircraft will be considered a real step forward in the expansion of air travel only insofar as their noise levels allow the use of these aircraft close to urban centers.

The builders of airplanes are fully aware of this principal problem; the success of tomorrow's airplanes will depend essentially on their silence.

Finally, air transportation has improved tremendously in the recent past. For example, the

number of fatalities by billions of passenger miles has been reduced in the last 20 years to about five at the present time. It continues to drop and is now several dozen times lower than that of automobile travel.

However, air travel still suffers from one major handicap: irregularity. And the irregularity is due mostly to weather—about which little can be done—and congestion, about which much must be done.

An example of this congestion, and the effect it has on air travel is the London-Paris route. In the last 50 years, despite the constant improvement in flying speed, which has cut the flight time between the two capitals, the city-to-city time has remained the same. All the advantages of flying faster have been lost due to airport congestion and greater inaccessibility of airports.

And this while railroads are working all out to improve their already traditional regularity and to speed up their trains.

Thus, air travel is faced with a series of problems to which it must find solutions if it is not to be limited to only long distances on which its high speed gives it its one unquestionable advantage.

Cut Costs to Surmount Current Squeeze

(Continued from Page 9)

insufficient to offset increases in other costs, and this situation appears likely to continue for some time.

Three factors have a major effect on capacity planning: long-term traffic forecasting; the long lead time for aircraft procurement; and the air transport industry's competitive structure. The outcome has again been a traditional cycle of excess capacity before the markets develop to give adequately profitable load factors.

One inherent difficulty in achieving the much-needed improvement in average load factors and total annual profitability is the seasonal peaking of scheduled traffic demands and the directional imbalances within these peak periods. This means that the higher capacity required in the peak seasons when business is good cannot be fully utilized in the off-seasons, and results in lower average annual load factors.

The scheduled airlines have not ignored the revenue costs squeeze with which they are faced, but restructuring of worldwide industry of this type with its many conflicting interests and national objectives cannot be achieved overnight.



STRAIGHT UP—Canada's CL-44 transport plane, designed in its civilian version to carry 70 passengers from city vertical short take-off and landing airports.

Major attention, backed by co-operative industry studies within IATA, has been given to market research and analysis of capacity and to development of new types of fares and rating structures to meet both the present and future business and vacation travel and cargo market demands.

Many things can and are being done by the individual airlines to hold the line on those costs over which they have some internal control. Tremendous efforts are being directed toward improved efficiency and cost-effectiveness in a wide variety of areas.

In the external costs area, largely outside the airlines' control, the rapidly increasing user charges and taxes now being levied against the airlines represent a problem which is being tackled by joint industry representation and negotiation. The objective here is not to avoid the legitimate charges, but to ensure that their growth is restrained to a realistic and planned program which would slow sensible economic projections and longer-term stability.

The present phase can probably be considered as one of the typical traditional periods of readjustment and reorganization which is part of the air transport industry's history and future.

The future pattern of operations and fares and rating structures which will finally emerge may not be those which are familiar today, but will be designed to cope with the advancing era of mass transportation.

The potential is already well defined. Domestic and international passenger traffic is expected to expand at an average growth rate of 12 percent a year up to a total of 1,200,000 million passenger-kilometers a year by 1980. In the same period, cargo traffic is expected to climb by an average 20 percent a year up to 66 billion ton-kilometers a year in 1980, and will by about then produce the same annual revenue as passenger traffic.

To achieve this development on a sound basis, international civil aviation will need common understanding and objective planning by the governments, the airport authorities and the airlines alike. It is essential that none of the three elements should be allowed to take special advantages at the expense of the public in this mass travel era.

I must repeat that this is a cyclical but highly resilient industry.

STOL Craft Seen Needed As Next Step

PARIS—The STOL plane, considered by aircraft industry and airline experts to be tomorrow's necessary link in air transport development, is poking its practical head through the aura of the more glamorous wide-body and supersonic jets.

A bevy of these Short Take-Off and Landing planes are present at the air show, including France's Bréguet-941, Israel's Arava and Germany's experimental Dornier 38-B.

Canada, which has more STOL aircraft operating throughout the world than any other nation, is displaying its Twin Otter utility plane, Buffalo military transport and the plans for its DEC-7 "Quiet STOL" liner.

At the same time, Canada has chosen the period of the year when the problems of aircraft are being particularly focused upon to announce that next year it will open a regular STOL line between Montreal and Ottawa. This will be the first STOL system put into effect between two major cities anywhere in the world. It will use six 14-passenger Twin Otters.

Silent Engines

STOL planes, as their name indicates, take off and land on short airstrips, of 1,000 to 1,500 feet compared to much more than a mile for conventional planes. These planes are often fitted with more silent engines to make them apt for flying close to inhabited areas and they can use low-level as yet uncluttered airspaces.

However, until STOL systems are set up, the current STOL aircraft can be used in their civilian roles only as conventional planes. STOL systems would mean that aircraft, airports, navigational aids, air traffic control and supporting services would be tailored precisely to these planes and would be unhampered by other operations.

City airports for STOL planes are feasible both because they need little room and because they may be relatively inexpensive.

According to the Science Council of Canada, a government-supported body which helps develop the goals of national technology, investigations already conducted have shown that STOL airports capable of handling 5 to 10 million passengers annually can be built, complete with runway and all necessary buildings and parking lots in an area of approximately 40 acres, that is, less than 1 percent of the area and at even a smaller fraction of the cost of conventional airports.

Soviet Display Sets Theme For Assault on World Market

(Continued from Page 9)

favorites of Soviet leaders, including premier Alexei Kosygin.

The Soviet SST is going to make some Western aviation circles wince in Paris. To be sure, there have been curtain-raisers in the past few weeks, including full-page colorful ads proclaiming "The Limokhod is not for sale—the TU-144—yes!" It's also been practicing take-offs at Moscow's Sheremetyevo Airport, these past few weeks and earlier this month the SST's designer, 63-year-old Andrei Tupolev took a public swipe at the Concorde and indirectly, the Franco-British aviation establishment in declaring "publicity flight is one thing and regular route flights are another."

Perhaps, But the Soviet Union hasn't seriously shown the SST to prospective customers since a splashy inaugural session in Moscow two years ago and there have been many design modifications made since with at least two known prototypes now in operation.

Airline officials here in Moscow have long-standing requests for a look-see, but have made no purchase commitments. "What's the point in talking about it until we can seriously study the actual goods," one official cracked.

Meanwhile, there are clear signs that the Russians are moving rapidly to put the TU-144 into commercial service, starting with Aeroflot. According to well-informed sources, the first

production versions probably will be delivered to Aeroflot late this year, or early next year.

The Russians have high hopes of selling the TU-144 to the West too, and will be pushing hard during the air show, even though actual sales to Western airlines couldn't materialize until certification procedures have been completed, a long, and in the case of the Soviet SST, politically-charged series of hurdles.

Nevertheless, the Soviet aviation establishment is showing greater interest in going international. Aeroflot is reportedly considering joining the Montreal-based association of airline carriers and to abide by its rules, as part of a new Western-style corporate look the Soviet airline is actively grooming for itself.

Moscow's continuing drive for earning hard currency is also playing a major role. With the exception of the Yak-40, the Soviet Union to date hasn't sold any major plane in the West. Annually, Aviastar reports annual volume of around \$200 million growing at an average of 10 percent per year, but the sales have been primarily to socialist countries, Africa and Asia.

Meanwhile, Aeroflot is gradually developing expansion plans for gradually growing Soviet and international traffic. Last year, Aeroflot carried a total of 75 million passengers and nearly 2 million tons of cargo and mail—representing over 25 percent of the world's civil air operations, according to Boris Bugayev, Minister of Civil Aviation.

At a time when size and complexity of aircraft construction programs require greater means than those of individual European States

BREGUET AVIATION

has turned toward INTERNATIONAL COOPERATION:

BREGUET 941 STOL

Short take-off and landing, military and civil transport aircraft. In cooperation with McDONNELL DOUGLAS.

BREGUET 1150 ATLANTIC

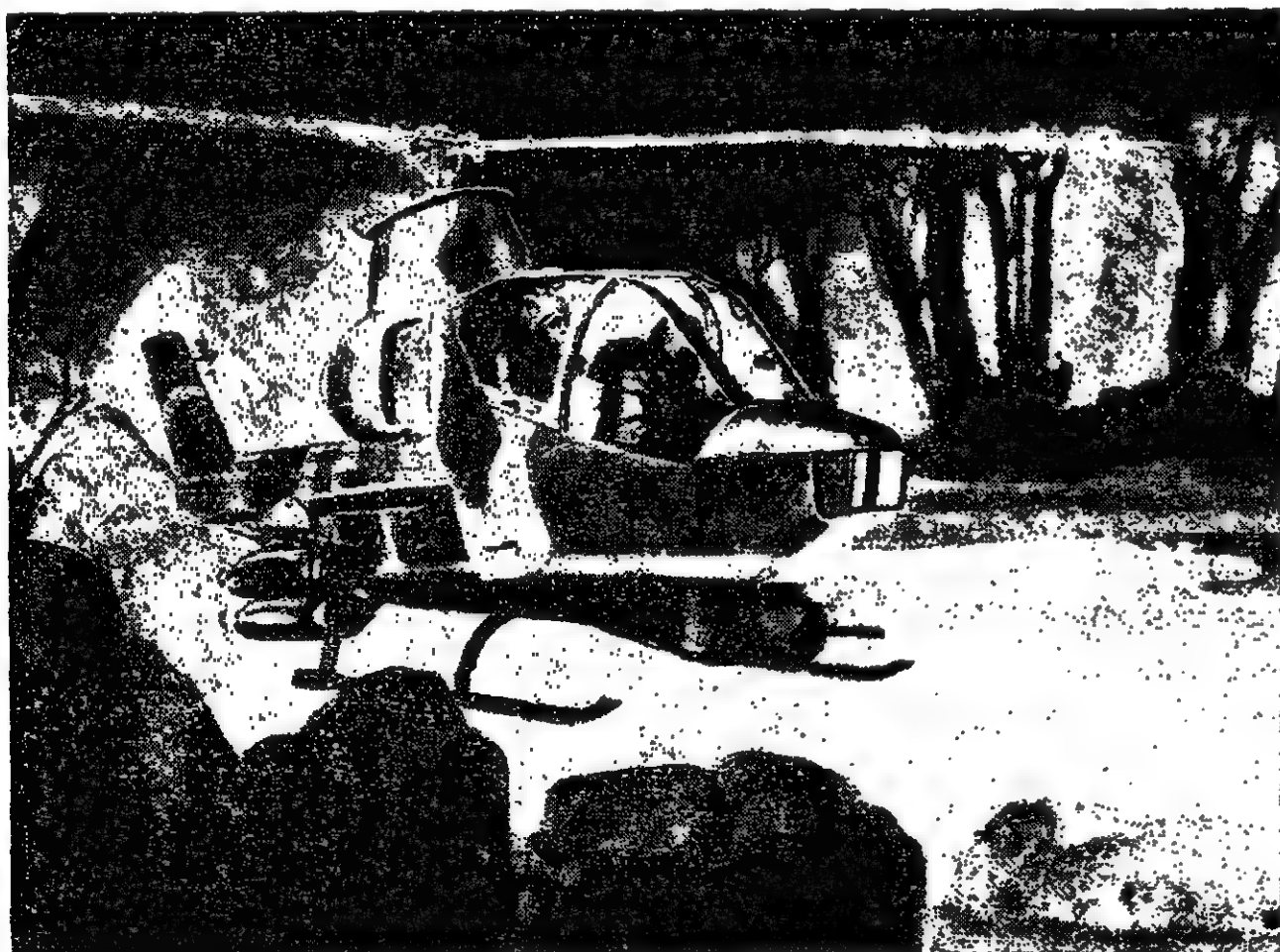
Maritime reconnaissance and anti-submarine strike aircraft ordered in large numbers by France, Germany, The Netherlands, Italy. In cooperation with DORNIER, SIEBEL, FOKKER, SNIAS, SABCA, FAIRY, FN, FINMECCANICA.

JAGUAR

Twin-jet supersonic, combat and tactical support aircraft. Ordered in large numbers by the Air Force and the Royal Air Force. In cooperation with BRITISH AIRCRAFT Corp.

ALPHA JET

Twin-jet training and light tactical aircraft for French and West German Air Forces. In cooperation with Groupe DASSAULT/BREGUET and DORNIER.



The fanged HueyCobra.

Take a Bell HueyCobra, fast and tough from the ground up... configure it for duty with the most advanced fire control and weapons and you have an anti-tank system that deploys 193 km in 40 minutes—engages the enemy for 30 minutes—and returns to base—all in a day's work, many times a day.

Build in a nose-mounted periscope sighting system... then the HueyCobra gunner aims powerful weapons with deadly accuracy on targets over 1.6 km away.

Give it the sting of highly accurate guided missiles to defeat any known armor.

Mount a 30mm gun turret system effectively neutralizing thin-skinned targets, add complete mobility and use the tough-to-get-to, hard-to-detect attack positions other anti-tank systems can't reach.

Taking advantage of terrain and weather, the HueyCobra team maneuvers under radar and over obstacles avoiding detection until attack.

The HueyCobra moves fast, evades detection and moves in for the kill at speeds up to 190 knots. HueyCobra—from the combat know-how generation of Bells

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The new super jets will dramatically increase available cargo ton-miles. Irvin Industries is meeting the challenge. Please come by to see us in Booth 19 at the U.S. Pavilion - Paris Air Show.

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U.S. Warns Europeans On Interest Rate Policy

By Hobart Rowen

MUNICH, May 27 (WP).—The U.S. government served a warning today to its European partners to say that it would not automatically raise interest rates to stem the outflow of dollars that precipitated the recent money market crisis.

Paul W. McCracken, chairman of the President's Council of Economic Advisors, told a press briefing that while "coordination or harmonization" of policies was important, "we must be sure that we do not wag the dog." The dovetailing of policy, in an effort to short-circuit speculative capital movements, he said, is a very complex matter. It involves a willingness and a capacity to pursue a flexible

combination of fiscal and monetary policy.

Without such a deft touch, he said, "we might find ourselves in a position that might not be acceptable for domestic economic reasons."

The diplomatic language aside, Mr. McCracken was in effect reiterating a warning delivered earlier by Vice-President Spiro T. Agnew that the administration would not put the United States through "an economic wringer" in order to solve the international payments problem. U.S. officials fear that higher interest rates, as demanded by Europeans, will return the United States to a recession.

A top aide to West Germany's Finance and Economics Minister, Karl Schiller, meanwhile, said the flow of the deutsche mark provided time for a decision on whether to return to the old monetary system or change it, noting that such changes might even include "devaluation of the dollar."

This official, Wilhelm Hankel, did not advocate this course. But he raised the question, as did U.S. economist Edward M. Bernstein at an earlier panel, whether the international monetary system could ever fall back into the old mold.

Mr. Hankel, Assistant Minister of Economics, said that floating the DM "gives us time" to decide among three choices: Whether to go back to the old system of fixed parities; to resort to a common European float; or to try something new, like eliminating dollars as the world's currency standard and going "on an SDR standard." SDRs, or special drawing rights, are an asset within the monetary system sometimes called "paper gold."

Mr. Hankel said that "no one can say what will happen." Other panelists, including Mr. McCracken, Sir Douglas Allen, permanent secretary to the British Treasury, and Yasuaki Kashiwagi, Japan's vice-minister of Finance for International Affairs, had no comment.

Another speaker, Wilfried Guth of the Deutsche Bank's executive board, said the currency crisis that has caused West Germany to let the deutsche mark float makes it clear that the Eurodollar market "must be regulated." He urged that the central bankers drive ways "to tame the wild energies" of the market. If this is not done, in time, he warned, Germany may have to apply exchange controls under which Germans would need permission to borrow Eurodollars.

Alberto Ferrari, managing director of the Banca Nazionale del Lavoro of Rome, told the news conference that without reserve requirements the Eurodollar market "may become very explosive."

BIS Study Expected

MUNICH, May 27 (Reuters).—Bundesbank governor Otmar Emminger said today the Bank for International Settlements plans to complete before the end of next month a preliminary study on the Eurodollar market and prospects for its control.

Mr. Emminger said the study will be available before the Common Market finance ministers meet next month to consider further possible measures to deal with the current international monetary problems.

However, Mr. Emminger said he doubted any immediate implementation of Eurodollar market controls.

"It may be a matter of one year, two years or five years. Who can tell at this stage," he said.

Eurodollar Borrowings

WASHINGTON, May 27 (AP).—Eurodollar borrowings by U.S. commercial banks from their overseas branches increased \$39 billion in the week ended May 19, a total \$1.2 billion, the Federal Reserve Board reported yesterday.

WASHINGTON, May 27 (AP).—The German car maker Bayerische Motoren Werke AG (BMW) said today profit will decline again this year after falling 25 percent to \$2.2 million last year from \$5.7 million in 1969.

Chairman Eberhard von Koenheim said BMW's profit in the first four months of this year was "considerably lower" than the corresponding period of 1970.

Because of the decline last year the company reduced its payout to shareholders to 6 marks a share from 8 marks in 1969.

Mr. Von Koenheim said BMW expects sales this year to rise at least 10 percent to 1.85 billion marks after rising 9.5 percent to 1.68 billion DM in 1970.

The company attributed the profit decline to higher wage costs and increased material charges.

Fuji Photo Profit Up

Fuji Photo Film Co. said profit rose 5.2 percent to 3.2 billion yen (\$10.6 million) in the half-year ended April 30 from 3.6 billion yen a year earlier.

Sales for the half-year rose 38.8 percent to 57.55 billion yen from 46.68 billion a year earlier.

U.S. Balance of Trade Hits \$214.7 Million April Deficit

WASHINGTON, May 27 (WP).—Imports rose to record levels and exports dropped 7 percent in April to leave the United States with its first trade deficit in more than two years, the government announced today.

It was bad news for administration policymakers who had hoped for a strengthening in the export posture to slow the rapid deterioration in the balance-of-payments position.

Despite the April shortfall, the export surplus totals \$218 million in the first four months of this year. But this is well below the pace of 1970, when the trade surplus for the year was \$2.4 billion.

In the mid-1960s this surplus ran as high as \$6 billion a year. Imports rose to \$5.76 billion last month, eclipsing the previous

peak of \$5.68 billion in January, while exports fell to \$5.54 billion.

The resulting \$218 million excess of imports over exports represented the first monthly trade deficit since February 1969, when it was \$406 million.

In March, the United States enjoyed an export surplus of \$245 million.

The worsening trade position is likely to fuel new demands from numerous industries and their friends in Congress for protective legislation, such as quotas on a variety of imports.

The Commerce Department said the bulk in imports could be attributed largely to increases in fish, coffee, sugar, steel and aluminum. Farm products and aircraft bore the brunt of the export decline.

The administration hailed the increase as fresh evidence of a solid economic upturn.

The Census Bureau's index of leading indicators rose 1.4 percent in the month to 124.1 percent of the 1967 average. The index has climbed 9 percent since the upturn began in November.

The continuing rise "adds further weight to the conclusion that a solid and sustainable economic expansion is under way," said Harold C. Passer, Assistant Secretary of Commerce for Economic Affairs.

Of the eight indicators making up the composite index thus far available for April, five improved and three worsened. Mr. Passer noted that the favorable changes were substantial while the unfavorable ones were moderate.

Improvements came in industrial materials prices, orders for plant and equipment, stock prices, the price-labor cost ratio and initial claims for unemployment insurance. Declines were shown in the average workweek, building permits and new orders for durable goods.

Economists are not of a single view on the predictive value of the leading indicators. There is general agreement that they have been useful in anticipating economic upturns, but some analysts claim they have thrown off false

LaRoche Splits Stock

BASEL, May 27 (AP-DJ).—F. Hoffmann-LaRoche AG reported today a 7.8 percent increase in net profit last year and said it plans to split its stock by issuing one new share for every ten now held.

Profits at the pharmaceutical firm rose to 90.6 million Swiss francs last year, up from 84.3 million in 1969. The company does not report sales figures.

BMW Net Off 25%

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Mr. Von Koenheim said BMW expects sales this year to rise at least 10 percent to 1.85 billion marks after rising 9.5 percent to 1.68 billion DM in 1970.

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Full Photo Profit Up

FCC Opens Microwave to Competition

ATT, Western Union
Monopolized the Field

By Christopher D. Lydon
WASHINGTON, May 27 (NYT).—The Federal Communications Commission (FCC) yesterday opened a new competitive era in the blossoming business of specialized microwave and cable services, a field that American Telephone & Telegraph and Western Union Corp. have long monopolized.

The new policy, covering such things as digital data networks and private telephone lines, was first outlined by the FCC staff last July and unanimously endorsed by the seven-member commission yesterday.

Abandoning the traditional policy that has combined exclusive operating licenses with close regulation of rates, the new rules would allow virtually free entry into the business and a relatively flexible pricing system.

FCC chairman Dean Burch said that the commission's basic finding is simply that "competition is desirable in the common carrier field," and added that he hoped to see the "classical benefits" of competition, including a greater variety of services at the lowest possible prices.

AT & T, which had opposed the policy, issued a tentative favorable comment but did not rule out the possibility of a court challenge.

The FCC announcement noted that AT & T and Western Union will be permitted to compete "fairly and fully" against new entrants in the field.

The commission also said that the established carriers would be allowed to drop their rates somewhat in specific situations in order to meet competition. At the same time, the commission anticipated that its toughest problem in monitoring the competitive marketplace will be making sure that AT & T's Bell system does not cut the price on competitive services below cost, in effect subsidizing them with earnings from its monopoly telephone network.

Many Applicants

More than 30 different companies have applied to take advantage of the new policy with nearly 50 new communications systems, including two essentially national networks for different specialty users.

The first is a system of private-line circuits, designed for fast-turnaround business operations by Microwave Communications of America Inc., the company that opened the first small hole in the monopoly two years ago when it won permission to build a limited network between Chicago and St. Louis.

The second is a 35-city, \$75-million network that would be built to handle electronic data exclusively by Data Transmission Co., known as Datanet, a subsidiary of University Computing Co.

But even beyond these and other applications on file, which the FCC said it would process "forthwith," the new policy means that entrepreneurs of communications services will be free to go into business when and where they choose, as long as they can show technical and financial qualifications.

German Surplus Slips

WIESBADEN, West Germany, May 27 (AP-DJ).—West Germany had a trade surplus of 1.087 billion marks in April, down from 1.885 billion in March and 1.131 billion a year earlier, the Federal Statistics Office reported today. In the first four months, the surplus was 4.720 billion marks, up from 4.074 billion in the like 1970 period.

LOS ANGELES, May 27.—King Resources Co., which has suffered setback after setback during the last year, reported yesterday a net loss of \$83 million. A company spokesman talked of the possibility of bankruptcy.

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Profit (millions) 1970 1969
Per Share 1970 1969

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Wall Street Prices Drift Without a Trend

By Vartan G. Vartan

NEW YORK, May 27 (NYT).—Traders on the New York Stock Exchange continued to act today like drivers who have slowed down for the caution light and are wondering what direction the next detour will take.

Today's statistics were close to the previous session's. Declining issues led advances, 714 to 573, with 975 issues unchanged. Volume fell to 12.61 million shares from yesterday's 13.55 million.

The Dow Jones industrial average closed at 905.78, down 0.63 from yesterday's 906.41.

Some traders quietly continued to take profits, while others sat uneasily on piles of cash. Investors worried about rising interest rates, unemployment and inflation, the balance-of-payments deficit and the state of the economic recovery.

Far From Peak

It was a far cry from the market's action a month ago tomorrow when the Dow chimed itself

above 950 to reach a 23-month high and thereby cap a dramatic recovery from last year's bear-market. Volume that day

whooshed to 24.63 million shares—the third heaviest on record—and Wall Street analysts were chortling "Dow 1,000."

American Telephone, selling dividend, gave ground in the final minutes of trading, closing at 44 1/2, off 1/4, after showing small gains through most of the day. This price marked a new yearly low for Telephone, the third most active stock.

The big losers on the active roster were LTV, down 1 3/4 to 14 1/2, and Maitel, down 2 1/2 to 43 3/4. Earlier this week, LTV was weak after winning Securities and Exchange Commission clearance for its plan to divest itself of a 97 percent ownership in Brazil Airways.

Maitel has broken off merger talks with Kinney Services. Corinthian Broadcasting, one of the session's better gainers, rose 3 1/4 to 37 1/4 after its long-

awaited acquisition by Dun & Bradstreet was declared effective. D & B fell 3 1/2 to 58.

Autos were, like several other groups, without any definite trend. Ford closed unchanged at 60 3/4. It was reported that Chrysler took over a Ford facility. General Motors fell slightly. American Motors and Chrysler closed unchanged.

Dows Stationary

None of the 30 Dow industrials went up or down by as much as a point—another sign of the market's disinclination to commit itself.

Leading glamour stocks were mixed. Polaroid, trading ex-dividend, rose 1 1/4 to 108 1/8, while IBM lost 3 1/4 points to 304.

Gimbel Brothers dropped 3 1/2 to 85, bringing its total loss for the week to 9 1/4. The retail chain has reported sharply lower earnings and also disclosed a breakdown in its consumer credit procedures.

Lockheed was down 3/8 to 10 1/8 after the financially ailing company reported a \$96 million loss for the final quarter.

Occidental Petroleum, showing a penny-a-share increase in quarterly earnings, eased 1/4 to 19 1/2.

On the American Stock Exchange, prices were slightly lower in moderately active trading. The Amer index eased three cents.

Kaiser Industries, the most actively traded, edged up 1/8 to 12 3/8.

Terminal Hudson, subject of an adverse press report, fell six to 15.

SEC Suspends Trade
In FAS International

WASHINGTON, May 27 (Reuters).—The Securities & Exchange Commission has ordered the temporary suspension of trading in securities of FAS International for ten days beginning at noon today.

The New York Stock Exchange suspended trading last Thursday in FAS common and convertible debentures pending issuance of a second-quarter financial statement.

The SEC said the president and vice-president-treasurer of FAS had resigned and that the company "indicates that certain

writtenoff may be necessary."

IBM to Cut Prices

WHITE PLAINS, N.Y., May 27 (Reuters).—International Business Machines Corp. said it will offer on June 1 reductions in fixed term leases of some of its data processing equipment and reduce purchase prices by about 15 percent. The equipment covered includes most of IBM's magnetic tape units, disk files and printers and the control units associated with them.

Turnover Is Very Slow

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One of the big Swiss banks reports...

During 1970 the total of the Credit Suisse Balance Sheet increased by S.F. 7,100 million to S.F. 28,000 million. Loans by S.F. 2,000 million to S.F. 9,300 million and Deposits by S.F. 6,900 million to S.F. 26,200 million.

The net profit was S.F. 115.7 million against S.F. 105 million in 1969. Of this amount, after allocations to reserves and other accounts, the sum of S.F. 58.7 million are distributed as dividend on the basis of S.F. 80-per share. The own means of the Bank, including the carry forward on Profit and Loss Account, now amount to S.F. 1,242 million.

The Credit Suisse commenced in the middle of last year to issue Saving Booklets. Furthermore, together with two American and one British banking partners, it formed the London Multinational Bank Limited. The number of affiliated investment funds was expanded by two funds of its own, the Credit Suisse Fund "International" and "Bonds", both of which met with great success. As a result of newly established Branches and Representative Offices, the customers of Credit Suisse have now at their disposal 79 Branches in Switzerland and one Branch in New York with 13 Representative Offices and affiliated companies in other countries abroad.

During its history extending over more than 110 years since its foundation in 1856, the Credit Suisse has successfully weathered numerous economic and political storms and it has developed progressively and purposefully. It will be its aim to continue to provide for its clients all over the world a comprehensive service in keeping with its high reputation as a leading international bank.

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O. Aeppli

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worldwide portfolio

	ISSUE PRICE
31st Dec. 1966	S.F. 1,028
31st Dec. 1967	S.F. 1,516
31st Dec. 1968	S.F. 2,427
31st Dec. 1969	S.F. 2,858
31st Dec. 1970	S.F. 2,281
31st Jan. 1971	S.F. 2,380
28th May 1971	S.F. 2,524*

* Adjusted for Swiss franc revaluation

To CAPDIREX S.A., 15 Rue Marignac,
GENEVA, Switzerland.

Please send information on FONSELEX

Name

Address

International Bonds Traded in Europe

Am. Lines 84-87	93	94	Mass. Org 7-82...	92	100	Red. Dept. 4-85...	111
			Mo. Int 7-84...	92	93	Firestone 5-88...	97
			Monsanto 8-85...	102	101	Ward 5-81...	9

[illegible][illegible]

AUSTRALIAN SELECTION FUND N.V.

To the Shareholders of Australian Selection Fund N.V.

Notice is hereby given that the Annual General Meeting of Shareholders of Australian Selection Fund N.V. will be held at the office of the Company, Handelskade 4, Willemstad, Cur Netherlands Antilles on June 30th, 1971 at 3.00 p.m. for purpose of:—

- Considering the Report of the Managing Director;
- Approving the balance sheet and profit and loss acc as at 31st December, 1970;
- Re-electing Curacao Corporation Company N.V. as Main Director;
- Ratifying the appointment of Messrs. Peat Marwick Mill & Co., Brussels, as the auditors of the Company for year ending 31st December, 1971;
- Ratifying the issues of all outstanding shares in the company notwithstanding that certain of such shares issued at below par value.

Holders of bearer shares wishing to exercise their rights at the Meeting should deposit their shares with Loyds S. (Belgium S.A.) or another recognized bank not later than business on 28th June, 1971 against receipt thereof a receipt will entitle said shareholder to exercise such rights.

Holders of bearer shares may vote by proxy by means of a form of proxy and certificate of deposit for their shares with Loyds Bank (Belgium S.A.) or another recognized bank & Company at its offices at Handelskade 8, Willemstad, Cur Netherlands Antilles. Holders of registered shares may vote by proxy by means of a form of proxy filed in the same manner in the presence of the Company and/or certificate of deposit must be received by the Company not later than business on 28th June, 1971 in order to be used at the Meeting.

By order,
Australian Selection Fund N.V.
Managing Director: Curaçao Corporation Company N.V.
by: O. R. Rudston De Baer
(signed under Power of Attorney), Curaçao, 27th May, 1971.

NOTE
The Report and Accounts for the Fund, covering the
ended 31st December, 1970, are available from:—
Pan Australian International Management Ltd.,
C/O Messrs. Peat Marwick Mitchell and Co.,
P.O. Box 908,
Valle Building,
Hamilton, Bermuda.
Southern Cross Management Ltd.,
65 London Wall,
London, E.C. 2 England.
Lloyds Bank (Belgium S.A.),
2-4 Rue Royale,
Brussels, Belgium.

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As an investor interested in U.S. Securities, you

probably find it difficult to make the timely decisions vital to successfully manage your common stock portfolio. Information reaches you later. U.S. based investors, is often limited, and your decisions take longer to be put into action. Wouldn't on-the-spot personal investment management be beneficial to you?

Spear & Staff specializes in the management of personal investment accounts for aggressive

lial growth. You own the stocks and the accou
in your name with the broker. But we do all the
research and make buy and sell decisions rig
the U.S.A. Our professional staff of experie
market analysts uses in-depth research to ma
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...and a new details booklet, "Declare Your Own Dividends in U.S. Securities." It may be the last time your portfolio waits for anything.

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SPEAR & STAFF, INC.
Spear International Investment Advisors Dept.
A Division of Spear & Staff, Inc.
Saban Park, Mass 02157, U.S.A.

Please send me details on how to have

my own individually-managed portfolio
U.S. Securities, and the booklet "Decl
Your Own Dividends In U.S. Securities
No cost or obligation, of course. Con
dential Information: My account would
amount to about \$ _____

Name _____

Street _____

City _____ Country _____
Please call me at: _____

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American Stock Exchange Trading

1971 - Stocks and High, Low, Div. in \$					1971 - Stocks and High, Low, Div. in \$					1971 - Stocks and High, Low, Div. in \$					1971 - Stocks and High, Low, Div. in \$				
1971	High	Low	Div.	in \$	1971	High	Low	Div.	in \$	1971	High	Low	Div.	in \$	1971	High	Low	Div.	in \$
14 1/2	9 1/2	9 1/2	10	10	2 1/2	10 1/2	10 1/2	10	10	1 1/2	10 1/2	10 1/2	10	10	1 1/2	10 1/2	10 1/2	10	10
15 1/2	10 1/2	10 1/2	10	10	3 1/2	11 1/2	11 1/2	10	10	2 1/2	11 1/2	11 1/2	10	10	1 1/2	11 1/2	11 1/2	10	10
16 1/2	11 1/2	11 1/2	10	10	4 1/2	12 1/2	12 1/2	10	10	3 1/2	12 1/2	12 1/2	10	10	2 1/2	12 1/2	12 1/2	10	10
17 1/2	12 1/2	12 1/2	10	10	5 1/2	13 1/2	13 1/2	10	10	4 1/2	13 1/2	13 1/2	10	10	3 1/2	13 1/2	13 1/2	10	10
18 1/2	13 1/2	13 1/2	10	10	6 1/2	14 1/2	14 1/2	10	10	5 1/2	14 1/2	14 1/2	10	10	4 1/2	14 1/2	14 1/2	10	10
19 1/2	14 1/2	14 1/2	10	10	7 1/2	15 1/2	15 1/2	10	10	6 1/2	15 1/2	15 1/2	10	10	5 1/2	15 1/2	15 1/2	10	10
20 1/2	15 1/2	15 1/2	10	10	8 1/2	16 1/2	16 1/2	10	10	7 1/2	16 1/2	16 1/2	10	10	6 1/2	16 1/2	16 1/2	10	10
21 1/2	16 1/2	16 1/2	10	10	9 1/2	17 1/2	17 1/2	10	10	8 1/2	17 1/2	17 1/2	10	10	7 1/2	17 1/2	17 1/2	10	10
22 1/2	17 1/2	17 1/2	10	10	10 1/2	18 1/2	18 1/2	10	10	9 1/2	18 1/2	18 1/2	10	10	8 1/2	18 1/2	18 1/2	10	10
23 1/2	18 1/2	18 1/2	10	10	11 1/2	19 1/2	19 1/2	10	10	10 1/2	19 1/2	19 1/2	10	10	9 1/2	19 1/2	19 1/2	10	10
24 1/2	19 1/2	19 1/2	10	10	12 1/2	20 1/2	20 1/2	10	10	11 1/2	20 1/2	20 1/2	10	10	10 1/2	20 1/2	20 1/2	10	10
25 1/2	20 1/2	20 1/2	10	10	13 1/2	21 1/2	21 1/2	10	10	12 1/2	21 1/2	21 1/2	10	10	11 1/2	21 1/2	21 1/2	10	10
26 1/2	21 1/2	21 1/2	10	10	14 1/2	22 1/2	22 1/2	10	10	13 1/2	22 1/2	22 1/2	10	10	12 1/2	22 1/2	22 1/2	10	10
27 1/2	22 1/2	22 1/2	10	10	15 1/2	23 1/2	23 1/2	10	10	14 1/2	23 1/2	23 1/2	10	10	13 1/2	23 1/2	23 1/2	10	10
28 1/2	23 1/2	23 1/2	10	10	16 1/2	24 1/2	24 1/2	10	10	15 1/2	24 1/2	24 1/2	10	10	14 1/2	24 1/2	24 1/2	10	10
29 1/2	24 1/2	24 1/2	10	10	17 1/2	25 1/2	25 1/2	10	10	16 1/2	25 1/2	25 1/2	10	10	15 1/2	25 1/2	25 1/2	10	10
30 1/2	25 1/2	25 1/2	10	10	18 1/2	26 1/2	26 1/2	10	10	17 1/2	26 1/2	26 1/2	10	10	16 1/2	26 1/2	26 1/2	10	10
31 1/2	26 1/2	26 1/2	10	10	19 1/2	27 1/2	27 1/2	10	10	18 1/2	27 1/2	27 1/2	10	10	17 1/2	27 1/2	27 1/2	10	10
32 1/2	27 1/2	27 1/2	10	10	20 1/2	28 1/2	28 1/2	10	10	19 1/2	28 1/2	28 1/2	10	10	18 1/2	28 1/2	28 1/2	10	10
33 1/2	28 1/2	28 1/2	10	10	21 1/2	29 1/2	29 1/2	10	10	20 1/2	29 1/2	29 1/2	10	10	19 1/2	29 1/2	29 1/2	10	10
34 1/2	29 1/2	29 1/2	10	10	22 1/2	30 1/2	30 1/2	10	10	21 1/2	30 1/2	30 1/2	10	10	20 1/2	30 1/2	30 1/2	10	10
35 1/2	30 1/2	30 1/2	10	10	23 1/2	31 1/2	31 1/2	10	10	22 1/2	31 1/2	31 1/2	10	10	21 1/2	31 1/2	31 1/2	10	10
36 1/2	31 1/2	31 1/2	10	10	24 1/2	32 1/2	32 1/2	10	10	23 1/2	32 1/2	32 1/2	10	10	22 1/2	32 1/2	32 1/2	10	10
37 1/2	32 1/2	32 1/2	10	10	25 1/2	33 1/2	33 1/2	10	10	24 1/2	33 1/2	33 1/2	10	10	23 1/2	33 1/2	33 1/2	10	10
38 1/2	33 1/2	33 1/2	10	10	26 1/2	34 1/2	34 1/2	10	10	25 1/2	34 1/2	34 1/2	10	10	24 1/2	34 1/2	34 1/2	10	10
39 1/2	34 1/2	34 1/2	10	10	27 1/2	35 1/2	35 1/2	10	10	26 1/2	35 1/2	35 1/2	10	10	25 1/2	35 1/2	35 1/2	10	10
40 1/2	35 1/2	35 1/2	10	10	28 1/2	36 1/2	36 1/2	10	10	27 1/2	36 1/2	36 1/2	10	10	26 1/2	36 1/2	36 1/2	10	10
41 1/2	36 1/2	36 1/2	10	10	29 1/2	37 1/2	37 1/2	10	10	28 1/2	37 1/2	37 1/2	10	10	27 1/2	37 1/2	37 1/2	10	10
42 1/2	37 1/2	37 1/2	10	10	30 1/2	38 1/2	38 1/2	10	10	29 1/2	38 1/2	38 1/2	10	10	28 1/2	38 1/2	38 1/2	10	10
43 1/2	38 1/2	38 1/2	10	10	31 1/2	39 1/2	39 1/2	10	10	30 1/2	39 1/2	39 1/2	10	10	29 1/2	39 1/2	39 1/2	10	10
44 1/2	39 1/2	39 1/2	10	10	32 1/2	40 1/2	40 1/2	10	10	31 1/2	40 1/2	40 1/2	10	10	30 1/2	40 1/2	40 1/2	10	10
45 1/2	40 1/2	40 1/2	10	10	33 1/2	41 1/2	41 1/2	10	10	32 1/2	41 1/2	41 1/2	10	10	31 1/2	41 1/2	41 1/2	10	10
46 1/2	41 1/2	41 1/2	10	10	34 1/2	42 1/2	42 1/2	10	10	33 1/2	42 1/2	42 1/2	10	10	32 1/2	42 1/2	42 1/2	10	10
47 1/2	42 1/2	42 1/2	10	10	35 1/2	43 1/2	43 1/2	10	10	34 1/2	43 1/2	43 1/2	10	10	33 1/2	43 1/2	43 1/2	10	10
48 1/2	43 1/2	43 1/2	10	10	36 1/2	44 1/2	44 1/2	10	10	35 1/2	44 1/2	44 1/2	10	10	34 1/2	44 1/2	44 1/2	10	10
49 1/2	44 1/2	44 1/2	10	10	37 1/2	45 1/2	45 1/2	10	10	36 1/2	45 1/2	45 1/2	10	10	35 1/2	45 1/2	45 1/2	10	10
50 1/2	45 1/2	45 1/2	10	10	38 1/2	46 1/2	46 1/2	10	10	37 1/2	46 1/2	46 1/2	10	10	36 1/2	46 1/2	46 1/2	10	10
51 1/2	46 1/2	46 1/2	10	10	39 1/2	47 1/2	47 1/2	10	10	38 1/2	47 1/2	47 1/2	10	10	37 1/2	47 1/2	47 1/2	10	10
52 1/2	47 1/2	47 1/2	10	10	40 1/2	48 1/2	48 1/2	10	10	39 1/2	48 1/2	48 1/2	10	10	38 1/2	48 1/2	48 1/2	10	10
53 1/2	48 1/2	48 1/2	10	10	41 1/2	49 1/2	49 1/2	10	10	40 1/2	49 1/2	49 1/2	10	10	39 1/2	49 1/2	49 1/2	10	10
54 1/2	49 1/2	49 1/2	10	10	42 1/2	50 1/2	50 1/2	10	10	41 1/2	50 1/2	50 1/2	10	10	40 1/2	50 1/2	50 1/2	10	10
55 1/2	50 1/2	50 1/2	10	10	43 1/2	51 1/2	51 1/2	10	10	42 1/2	51 1/2	51 1/2	10	10	41 1/2	51 1/2	51 1/2	10	10
56 1/2	51 1/2	51 1/2	10	10	44 1/2	52 1/2	52 1/2	10	10	43 1/2	52 1/2	52 1/2	10	10	42 1/2	52 1/2	52 1/2	10	10
57 1/2	52 1/2	52 1/2	10	10	45 1/2	53 1/2	53 1/2	10	10	44 1/2	53 1/2	53 1/2	10	10	43 1/2	53 1/2	53 1/2	10	10
58 1/2	53 1/2	53 1/2	10	10	46 1/2	54 1/2	54 1/2	10	10	45 1/2	54 1/2	54 1/2	10	10	44 1/2	54 1/2	54 1/2	10	10
59 1/2	54 1/2	54 1/2	10	10	47 1/2	55 1/2	55 1/2	10	10	46 1/2	55 1/2	55 1/2	10	10	45 1/2	55 1/2	55 1/2	10	10
60 1/2	55 1/2	55 1/2	10	10	48 1/2	56 1/2	56 1/2	10	10	47 1/2	56 1/2	56 1/2	10	10	46 1/2	56 1/2	56 1/2	10	10
61 1/2	56 1/2	56 1/2	10	10	49 1/2	57 1/2	57 1/2	10	10	48 1/2	57 1/2	57 1/2	10	10	47 1/2	57 1/2	57 1/2	10	10
62 1/2	57 1/2	57 1/2	10	10	50 1/2	58 1/2	58 1/2	10	10	49 1/2	58 1/2	58 1/2	10	10	48 1/2	58 1/2	58 1/2	10	10
63 1/2	58 1/2	58 1/2	10	10	51 1/2	59 1/2	59 1/2	10	10	50 1/2	59 1/2	59 1/2	10	10	49 1/2	59 1/2	59 1/2	10	10
64 1/2	59 1/2	59 1/2	10	10	52 1/2	60 1/2	60 1/2	10	10	51 1/2	60 1/2	60 1/2	10	10	50 1/2	60 1/2	60 1/2	10	10
65 1/2	60 1/2	60 1/2	10	10	53 1/2	61 1/2	61 1/2	10	10	52 1/2	61 1/2	61 1/2	10	10	51 1/2	61 1/2	61 1/2	10	10
66 1/2	61 1/2	61 1/2	10	10	54 1/2	62 1/2	62 1/2	10	10	53 1/2	62 1/2	62 1/2	10	10	52 1/2	62 1/2	62 1/2	10	10
67 1/2	62 1/2	62 1/2	10	10	55 1/2	63 1/2	63 1/2	10											

هكذا من الأدب

Net	-1971 - Stocks and	Sts.	1965	First, High Low Last	Net
Chrg	High Low, Div. in \$	100s			
614 + 14	24% 614 Warehouse	4	18	18	78 +
44 + 44	81% 514 Wirelre 14f	49	6%	6%	421
734	81% 514 Wilson Ctr	0	13	6%	6%
	10% 100 Wilson Ctr	1	10	6%	6%
	32% 3% Wilson Co Wt	28	104	10%	10%
	151% 7% Wilson Br	40	40	14%	14
	42% 42 Wilson Br	40	11	8%	8%
	111% 8% Wilson Br	40	11	8%	8%
	164% 12% WilsonSet	40	16%	14%	14%
	12% 12 WilsonSet	40	1	5%	3
	67% 58% Wice P	14.50	210	3%	3
	10% 8% Wood Indust	21	91	91	91
	4% 4% Wood Indust	19	28%	28%	28%
	12% 12% Wood Indust	21	91	91	91

71% +1/2	6%	Wreather Cap	4	6%	6%	6%	6%
70% +1/2	5%	15 Wreather Hrd	55	11%	11%	11%	11%
69% +1/2	15%	9% WTC Air	44	6%	6%	6%	6%
68% +1/2	8%	5 Wyand Int	44	6%	6%	6%	6%
67% +1/2	15%	15% Wyand pt 25	2	17%	17%	17%	17%
66% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
65% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
64% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
63% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
62% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
61% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
60% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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48% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
47% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
46% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
45% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
44% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
43% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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38% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
37% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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32% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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30% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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22% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
21% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
20% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
19% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
18% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
17% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
16% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
15% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
14% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
13% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
12% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
11% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
10% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
9% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
8% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
7% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
6% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
5% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
4% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
3% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
2% +1/2	36%	25% Wyand Oil	19	27%	27%	27%	27%
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7% +1/2	15%	Yonk Res					

[illegible]

9 to read as follows:

Article 9

Exercise of Determination of Net Asset Value and of Surrender Rights

Notwithstanding the provisions of the foregoing Article 8, unless the Managing Board decides otherwise, there shall be no determination of the Net Asset Value of the shares of the Company and no surrender of shares to the Company at any period when:

(a) the Company's Stock Exchange has suspended trading in the Company's investments for the time being are quoted on the Stock Exchange, or otherwise than for ordinary bid-ask quotations, or otherwise than for ordinary bid-ask quotations, or otherwise than for ordinary bid-ask quotations; or

(b) the prices of a significant proportion of the Company's investments cannot reasonably be promptly or accurately ascertained whether as a result of a breakdown of communications or otherwise.

Notwithstanding the foregoing, the above provisions shall not be relevant circumstance shall have ceased to exist; and other circumstances described above shall exist;

Notwithstanding the foregoing, the Managing Board shall authorize an immediate determination of the Net Asset Value of the shares of the Company and shall repurchase all shares offered to the Company for purchase during such period on the basis of such Net Asset Value and the current charge for surrender determined by the Managing Board in accordance with Article 7 hereof."

is "including effecting short sales of" in 1 (1).

is "and to borrow money" down to "80% of the value of investments" at the end of 1 (1).

paragraph 3 as follows:

Investment may be made in any securities issued by any company or mutual fund the day to day affairs of which are being influenced by any of the Managing Director or any Investment Manager to the Company or any member of the Company or any Custodian to the Company or any member of the Company.

Western American Bank (Europe) Ltd.
International Merchant Bankers,
Licensed Dealer in Securities,
18 Finsbury Circus, London, E.C.2.
Telephone: 01-425 2000 Telex: 35407

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IS HEREBY GIVEN that the Annual General Meeting of Shareholders of Kleinwort Benson International Fund N.V. will be held at the office of J. J. van der Linde, Handelskade 8, Curaçao, Netherlands on Tuesday, 22nd June, 1971, at 10:00 local time for the purpose of:

a) considering and approving the Company's Statement of Assets and Liabilities as at 31st December, 1970, and its Statement of Income and Expenses for the year ended 31st December, 1970;

b) the declaration of a dividend payment of 15%, equal to 0.15 per share;

the appointment of Messrs. Coopers & Lybrand S.A., as the auditors of the Company for the year ending December, 1971;

amendments to The Fund's Charter as follows:

7. paragraph 2 should read as follows:

Payment for shares of the Company so surrendered to it at the end of any Weekly Accounting Period shall be made by cash, draft or other means of cash payment in lawful United States currency by the Company and payment is possible at the end of such Accounting Period having regard to any realisation of assets by the Company."

9 to read as follows:

Article 9

Revision of Determination of Net Asset Value and of Surplus Rights

Notwithstanding the provisions of the foregoing Article 8, unless the Managing Board decides otherwise, there shall be no determination of the Net Asset Value of the shares of the Company and no surrender of shares to the Company any period when:

Stock Exchange on which a significant proportion of Company's investments for the time being are quoted closed, otherwise than for ordinary holidays, or dealings on any such Stock Exchange are restricted or suspended; or prices of a significant proportion of the Company's investments cannot reasonably be promptly or accurately ascertained whether as a result of a breakdown of communications or otherwise.

relevant circumstance shall have ceased to exist; and other circumstance described above shall exist;

Managing Board shall authorize an immediate determination of the Net Asset Value of the shares of the Company

will repurchase all shares offered to the Company for or during such period on the basis of such Net Asset Value and the current charge for surrender determined by the Managing Board in accordance with Article 7 hereof."

including effecting short sales of" in 1 (1).
is "and to borrow money" down to "80% of the value
estimates" at the end of 1 (1).
paragraph 3 as follows:
"Investment may be made in any securities issued by any
company or mutual fund the day to day affairs of
capable of being influenced by any of the Managing
or any Investment Manager to the Company or any
Adviser to the Company or any Custodian to the
or any member of the Supervisory Board or by any
any of the above, being a corporate entity."
paragraph 4 as follows:
"Investment may be made in any commodities."
paragraph 5 as follows:
"Borrowings may be made other than for purely temporary
and in such event such borrowings shall not exceed at
and 10% of the value of the net assets of the Company
be calculated in accordance with the provisions of
thereof."

paragraph 6 as follows:

charge, lien or other security interest of whatever nature may be granted over any of the assets of the Company;

paragraph 7 as follows:

shares or currencies may be sold by the Company,"

paragraph 3 as paragraph 8,

which requires the approval of three-fourths of the shareholders represented at the meeting and entitled to vote on all other business as may properly come before the meeting.

Shareholders wishing to exercise their voting rights at the meeting should deposit these shares with the Bank of Geneva (Geneva) S.A., 2 Place du Rhône, 1201 Geneva, or at any other bank which is authorized to act as depositary for Kleinwort, Benson (Geneva) S.A., not later than the 17th June, 1971, against which a receipt will be issued.

which receipt will entitle said shareholder to receive the dividend. Proxies for the meeting may be received by Kleinwort, Benson (Geneva) S.A., 11, rue de la Bourse, 1201 Geneva, Switzerland. Holders of shares may also vote by proxy by means of a proxy, obtained and filed in the manner described in the preceding sentence. Proxies and/or powers of attorney must be received by Kleinwort, Benson (Geneva) S.A. not later than 17.15 on the day of the meeting in order to be used at the Meeting. The Meeting will be held on 17 May, 1971.

NOTICE IS HEREBY GIVEN that the Annual General Meeting of Shareholders of Kleinwort Benson International Fund N.V. will be held at the office of the Company, Handelskade 8, Curaçao, Netherlands Antilles, on Tuesday, 22nd June, 1971, at 10:00 local time for the purpose of:

- (A) Approving the Company's Statement of Assets and Liabilities as at 31st December, 1970, and its Statement of Income and Expenses for the year ended 31st December, 1970;
- (B) Approving the declaration of a dividend payment of 15%, equal to U.S.\$0.15 per share;
- (C) To ratify the appointment of Messrs. Coopers & Lybrand S.A., Geneva, as the auditors of the Company for the year ending 31st December, 1971;

2. Article 7, paragraph 2 should read as follows:

"Payment for shares of the Company so surrendered to it at the end of any Weekly Accounting Period shall be made by cheque, draft or other means of cash payment in lawful United States currency by the Company as promptly as is possible after the end of such Accounting Period having regard to any necessary realisation of assets by the Company."

2. Article 9 to read as follows:

- Article 9
Suspension of Determination of Net Asset Value and of Surrender Rights
1. Notwithstanding the provisions of the foregoing Article 8, and unless the Managing Board decides otherwise, there shall be no determination of the Net Asset Value of the shares of the Company and no surrender of shares to the Company during any period when:
(i) any Stock Exchange on which a significant proportion of the shares of the Company are listed is closed for business;

(II) the prices of a significant proportion of the Company's investments cannot reasonably be promptly or accurately ascertained whether as a result of a breakdown of communications or otherwise.

When:

(a) the relevant circumstance shall have ceased to exist; and

(b) on other circumstances.

the Insurance Board shall authorize on immediate determination of the Net Asset Value of the shares of the Company and shall repurchase all shares offered to the Company for surrender during such period on the basis of such Net Asset Value and the current charge for surrender determined by the Managing Board in accordance with Article 7 herof.

3. Article 14

(a) Delete words "including effecting short sales of" in 1 (I).

(b) Delete words "and to borrow money" down to "BANK of the United States."

(c) Insert new paragraph 3 as follows:

"No investment may be made in any securities issued by any investment company or mutual fund the day to day affairs of which are capable of being influenced by any of the Managing Directors or any Investment Manager to the Company or any Investment Adviser to the Company or any Custodian to the Company or any member of the Company or any Supervisor to the Director of any of the above, being a corporate entity."

(d) Insert new paragraph 4 as follows:

(a) Insert new paragraph 5 as follows:

"No borrowings may be made other than for purely temporary purposes and in such event such borrowings shall not exceed at any one time 10% of the value of the net assets of the Company at such time calculated in accordance with the provisions of Article 10 hereof."

(f) Insert new paragraph 6 as follows:

"No pledge, charge, lien or other security interest of any kind shall be created in or upon any of the assets of the Company in favor of any lender or creditor of the Company."

(g) Insert new paragraph 7 as follows:
"No securities or currencies may be sold by the Company."
(h) Renumber paragraph 3 as paragraph 8.
This resolution requires the approval of three-fourths of the shareholders present or represented at the meeting and entitled to vote.
I) To transact such other business as may properly come before the meeting.

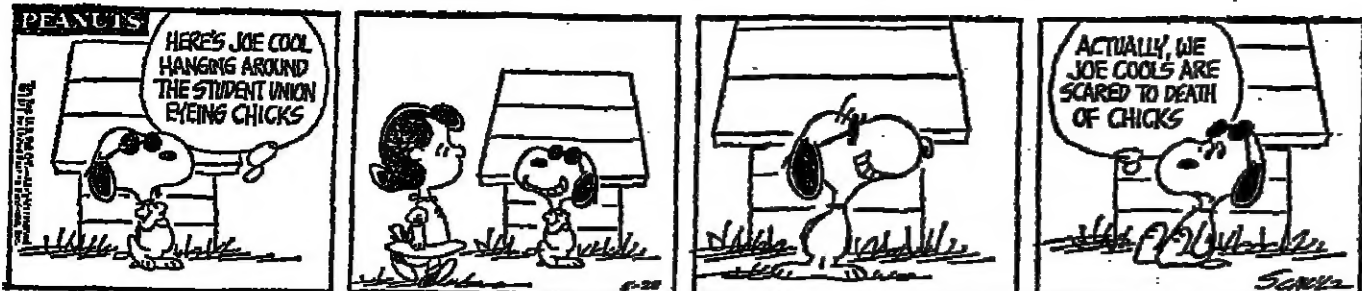
Holders of bearer shares wishing to exercise their rights at the Meeting should deposit these shares with Kleinvort, Benson (Geneva) S.A., 2 Place du Rhône, Geneva, Switzerland, or at any other bank which is acceptable to Kleinvort, Benson (Geneva) S.A., not later than 17.15 on the 17th June, 1971, against receipt thereof, which receipt will entitle said shareholder to exercise such rights.

Holders of bearer shares may vote by proxy by mailing a form of proxy and certificate of deposit for their shares, obtained from Kleinwort, Benson (Geneva) S.A. or any other bank that is acceptable to the aforesaid bank, to Kleinwort, Benson (Geneva) S.A., Place du Rhône, Geneva, Switzerland. Holders of registered shares may also vote by proxy by means of a form of proxy, obtained and filed with the

scribed in the preceding sentence. Proxies and/or certificates of deposit must be received by Kleinwort, Benson (Geneva) S.A. not later than 17.15 on the 14th June 1971 in order to be used at the Meeting.

Aragao, 27th May, 1971.

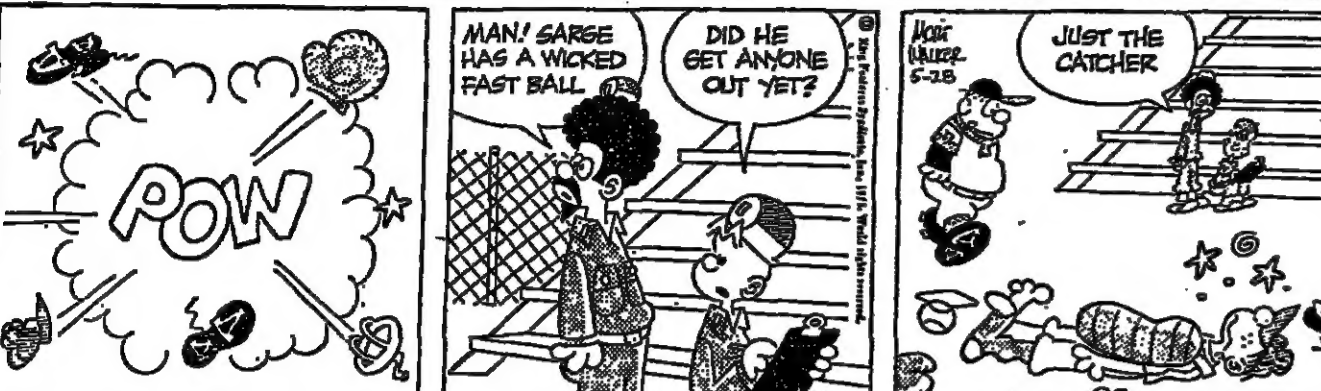
PEANUTS



L. I. L. ABNER



BEETLE BAILEY



BUZZ SAWYER



REX MORGAN M.D.



RIP KIRBY



مكتبة الأصيل

BLONDIE



BRIDGE

By Alan Truscott

Many players who have learned their bridge skills in other countries have settled in New York City since World War II, but none has made as much impact on the metropolitan scene as a young South African has done recently. The South African, Egan Turecki, who arrived 21 months ago, not only became the 1970 New York Player of the Year, a title awarded to the most successful tournament player, but also became the first winner of the Richard Spero Memorial Trophy for the best performance in a year in team events scored by international match points.

Turecki received his award last month during the Greater New York Bridge Association's Swiss Team Championship. The distinguished deal is taken from that event.

Sitting South, Turecki steered the partnership into the best slam contract of six spades after his partner had opened with one heart. He could not bid one club, which would have been artificial and strong in the partnership methods.

Blackwood then disclosed that North held three aces and South had to take the best slam. A solid trump suit even if the fit is only a seven-card one will often give better prospects than no trump, so South settled in six spades. He was confident that there would be 11 sure tricks with various chances for a 12th.

West chose to lead the diamond ace after which South had no problem. He could calm the slam after drawing trumps however West continued. He would have had a little more trouble after a trump lead, which would have

given nothing away and allowed the defense to frustrate an attempt to ruff a diamond in the dummy.

The declarer would eventually have succeeded by ruffing a third round of clubs, bringing down East's queen. If the club queen had three guards instead of two, there would have been a chance of dropping the heart jack in three rounds or developing a squeeze.

NORTH (D)
 ♠ A5
 ♥ A1072
 ♦ 83
 ♣ AJ1072

WEST
 ♠ 8632
 ♥ 84
 ♦ AJ76
 ♣ 963

EAST
 ♠ 107
 ♥ J653
 ♦ 10952
 ♣ Q84

SOUTH
 ♠ KQJ94
 ♥ KQ9
 ♦ KQ4
 ♣ K5

North and South were vulnerable. The bidding:

North	East	South	West
1♥	Pass	2♠	Pass
3♠	Pass	3♥	Pass
4♠	Pass	4NT	Pass
5♠	Pass	6♠	Pass

West led the diamond ace.

Solution to Previous Puzzle

LAITIN	ANTS	ORES
LAITIN	LAMB	ERO
AGORA	LEER	DELL
PULCINELLA	DOE	
SSS	LOV	LISP
GANI	HOR	ESTER
THEATRE	OF	SPRING
WOMANHOOD	ERIT	
MOVIE	MAX	
LYSIA	EIS	TAT
ALON	TERSE	PHONE
TENS	ISIS	EAGER
YACK	SOGA	CHAMS
UREY	PLAY	TAISTE

DENNIS THE MENACE



JUMBLE—That scrambled word game

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

KLANB
 CUEJI
 GENJAL
 SCOFIA

Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.

Print the SURPRISE ANSWER here

Yesterday's Jumbles: COACH EKUDE TARGET NATURE

Answers: One place you can go when a furious lion appears right in front of you—TO THE NEXT CAGE

BOOKS

HOME LIFE

A Story of Old Age

By Dorothy Rabinowitz and Yedida Nielsen, Mac 192 pp. \$5.95.

Reviewed by Anatole Broyard

I was trying to plow right through "Home Life" in order to get my review in on time, but it was impossible. Every few pages, I had to stop and admire the book—or simply sit back and feel it. My God, but my fellow creatures are fascinating! I found how absurd, how real they are! All at once I was delighted to be sharing their destiny. Not that "Home Life" is a happy book—far from it. But it doesn't matter, because its people are so dimensional. It's so reassuring—positively exhilarating—to find that we haven't yet been flattened out by life, our features abraded away by the sheer rush of phenomena.

Dorothy Rabinowitz can make you feel the very sweat in people's palms, the titanic in their limbs as they struggle with their anxieties, the restless flickering of their eyes, seeking or avoiding recognitions, the confusions of tongue and teeth as they try to say two contradictory things at once. At the home for the aged, a son is describing the idyllic life he offered his unappreciative parent when suddenly he stands up and points: "See that, the color of the file cabinet, see that color! That was the color of the grass out there." And yet his father complained. A daughter is explaining how much she loves her mother, how she'd like to keep her at home. Only her son, her son is 17 now and he needs a room to put a desk in. He needs a desk to study at. It's not a question of her mother's age, the daughter says over and over, not her defective hearing or her funny little habits—it's a question of a place for a desk for her son. A desk to study at.

Another son has a mother who lives contentedly alone—but he worries about her. What if she were to fall and break a hip, both hips? She would be unable to reach the telephone. True, he calls her daily, but she might fall after he calls. Though she had no difficulty whatever in walking, he felt that his mother had to fall sooner or later and he couldn't bear the waiting. Like so many other sons and daughters, he felt that it was unreasonable, illogical, for such an elderly person to go on standing upright. She stubbornly refused to progress in life, to advance to meet her inevitable fate.

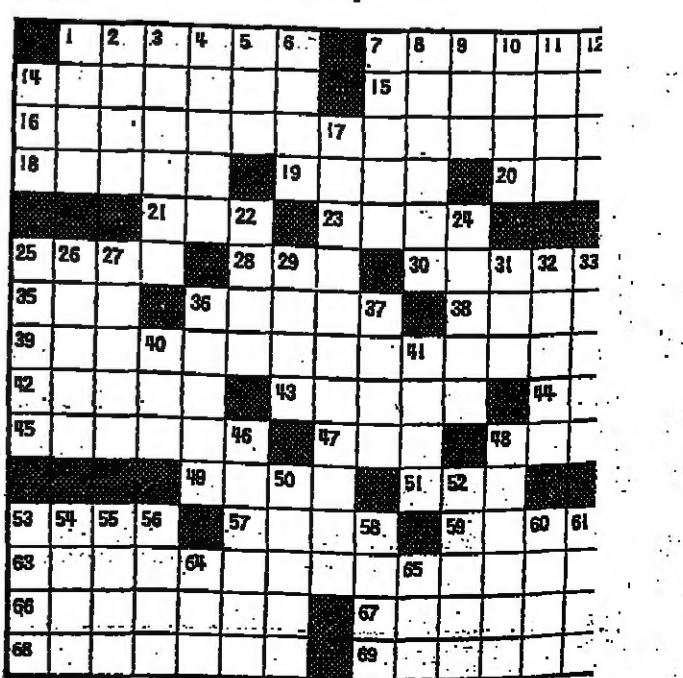
When these mothers and fathers finally do enter the Home, they sign away everything. Of the 14 paragraphs in the contract, there are 12 detailing the things the resident surrenders and only one stating what the Home offers in return. It is unconditional surrender: besides all property, real and personal, the resident even relinquishes the right to choose the manner of his own funeral. What they cannot sign away, though, are their egos, their value systems, their judgment. Many die soon after arriving—the largest number in the first 12 weeks. Most of them die alone, there is rarely time to summon relatives. One old man was universally admired at having beaten the rap. While visiting his daughter for a weekend outside the Home, he

Mr. Broyard is a *New Times* book reviewer.

CROSSWORD

By Will

ACROSS	53 Expectant	24 Ebbing an
1 Picnic gear	57 Apppear	25 Relative of
7 Cape May	59 La Scale	7 Across
14 Put together	63 39 Across, in a	26 Sheeplike
15 —d'homme	64 Word in a	27 Artemus
16 —me	65 Theater ad	28 Parlor pie
18 Change the knot	67 Americans, in	29 Mass. arch
19 Swan, for one	68 Key's words	32 Alfred Th
20 Snick's partner	69 Laundry	33 Shoulders
21 Opposite of	70 Berlin bonnet	34 Odists
22 Kind of cure		
23 "A" and others		
24 Laird's H. Q.	1 Irving's	
25 Abbr.	contemporary	
26 German sky	2 Leave out	
27 Egg cells	3 Branch of	
28 —back	physic	
29 (reinvest)	4 Metrical unit	
30 "A White House	5 House wing	
	6 Knick name	
31 7 Across and	7 Give up	
25 Down	8 Once more	
42 Kind of paper or	9 Postal	
	abbreviation	
43 Whatever	10 Night flier	
44 Goodman or	11 British symbol	
Jane	12 Denial's	
45 Press close	contemporary	
46 Roman 140	13 Advise, old style	
47 Industrialists of	14 Flirt product	
a sort	17 Followers of	
49 School subject	39 Across	
51 Book supple-	22 Rectal piece	
ment: Abbr.		



Wins Biennial Golf Event, 13-11

Britain Tops U.S. 1st Time Since 1938 in Walker Cup

By Fred Tupper

ANDREWS, Scotland, May 27.—Britain has won the Walker Cup for the first time since 1938 and for only the second in its 80-year history.

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Labor Group Upholds FL Players' Complaint

NEW YORK, May 27.—The Labor Relations Board on Tuesday upheld a complaint filed by the National Football Players Association against club owners on June 28.

The board's decision was a victory for the players' union, which has been fighting a bitter battle with the National Football League (NFL) over a new contract.

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Black Athletes To Face Whites In Rhodesia

SALISBURY, Rhodesia, May 27 (UPI)—Black and white South African athletes will compete against each other at an international meeting here June 15, the Rhodesia Amateur Athletics Union announced yesterday.

RAAU president Eric Shore said: "It will be an historical occasion." Shore said formal invitations had gone out to ten white and ten non-white South Africans and informal acceptance had already been received.

Shore said it would be the first time in the history of apartheid that black and white South Africans have been allowed to compete against each other.

Richey, Lutz Win to Gain In France

PARIS, May 27.—CHRY Richey led a strong contingent of American men to the round of 32 at the French Open tennis championships today.

Richey, top-ranked in the United States and seeded No. 4 for this tournament, defeated Terry Adkins of Australia, 6-1, 6-2, 6-3.

Bob Lutz of Los Angeles, seeded No. 3, lasted long enough to defeat Gerald Batick of Britain, 4-6, 6-1, 6-2, 6-2.

Lutz was leading 4-3 in the first set and Batick was behind 15-40 on his own service when suddenly everything went right for the Englishman and he ran off 12 straight points, including two disputed line calls, and took the set.

But in the deciding fifth set, Batick could hold his service only once.

Tom Gorman of Seattle eliminated Jean-Paul Meyer of France, 10-12, 6-2, 6-2, 6-1. He lost the first set playing from the baseline, then started moving to the net and took the next three.

WEDNESDAY
Men's Singles
First Round

Alex McNeill, Russia, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2. Zoltan Franovic, Yugoslavia, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2. Zoltan Franovic, Yugoslavia, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2.

Second Round

John-Loup Royer, France, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2. Zoltan Franovic, Yugoslavia, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2. Zoltan Franovic, Yugoslavia, defeated Patrick Ransford, Britain, 6-2, 6-4, 6-2.

Third Round

Ilse Netter, Romania, beat Seaborn Barnard, 6-1, 6-2, 6-4. Tom Gorman, Australia, beat Seaborn Barnard, 6-1, 6-2, 6-4. Tom Gorman, Australia, beat Seaborn Barnard, 6-1, 6-2, 6-4.

Fourth Round

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Fifth Round

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Sixth Round

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Homers Against Dodgers Marichal Leads Giants' Celebration

LOS ANGELES, May 27.—In honor of the 20th anniversary of his first game in the majors, the Dodgers presented Willie Mays with 20 cakes Tuesday night.

Juan Marichal and the Giants applied the icing.

Marichal spaced seven hits and Mays a three-run homer as San Francisco extended its Western Division lead over Los Angeles to ten games with a 9-1 victory.

Tuesday

The defeat was a deflating one for the Dodgers, who had held a pregame meeting that was open only to the players and was designed by Maury Wills and Wes Parker to provide adrenaline for the current series.

Manager Walter Alston and the Dodgers coaches were excluded from the meeting. When it was over, and when the game that followed was over, Alston sounded a somber note.

"We're going to need a considerable winning streak to catch the Giants," he said, "and right now our pitching is just too inconsistent to put that kind of a streak together."

Mays, 40, went hitless as he pitched the last three innings after Marichal, now with a 7-2 won-lost record, insured the Giants' victory with his homer.

Reis, 7, Pirates 4

Cincinnati took advantage of three Pittsburgh errors to score seven runs in the first two innings and defeat the Pirates 7-4, giving left-hander Ross Grimsley his first major league victory.

Expos 3, Braves 3

Phil Niekro walked Ron Swoboda with the bases loaded in the seventh to force in the deciding run in a 3-3 Montreal victory over Atlanta. Rusty Staub and Bob Bailey walked and Ron Fairly was safe on Felix Millan's error. Niekro then struck out Coco Laboy for the fourth straight time before forcing in the run.

Cards 4, Cubs 2

Steve Carlton tossed a six-hitter for his eighth victory of the season and his battery mate, Ted Simmons, drove in the tie-breaking run with a single as St. Louis beat the Chicago Cubs, 4-2. Lou Brock doubled off Bill Hanks to extend his consecutive-game hitting streak to 21.

Padres 3, Astros 2

A three-run homer by Johnny Edwards in the seventh gave San Diego a 3-2 victory over Houston as Jack Billingham won his first game since April 18. Edwards' hit came off the bat of

Major League Standings

AMERICAN LEAGUE

Eastern Division

Minnesota 27 15 342 10

Washington 27 15 342 10

Seattle 27 15 342 10

San Francisco 27 15 342 10

Oakland 27 15 342 10

Los Angeles 27 15 342 10

San Diego 27 15 342 10

Philadelphia 27 15 342 10

Chicago 27 15 342 10

St. Louis 27 15 342 10

Atlanta 27 15 342 10

Montreal 27 15 342 10

San Francisco 27 15 342 10

Los Angeles 27 15 342 10

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Bob Aspremont lined a run-scoring single off reliever Jim Bunning with two out in the 12th inning to give the New York Mets a 5-4 victory over Philadelphia.

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In the American League, Reggie Jackson's two-run homer with one out in the 13th gave Oakland a 7-5 victory over California. Dave Duncan's home run with two out in the ninth had tied the game for the Athletics.

Royals 5, White Sox 3

Home runs by Gail Hopkins and Paul Schaal led Kansas City to an 8-3 victory over the Chicago White Sox. It was the third defeat and the poorest pitching performance in 11 starts for Tom Bradley, the White Sox pitching star. Bradley, who had entered the game with a 1.57 earned run average, walked five and allowed six hits and three runs, all earned, before he was relieved after five innings.

Twins 5, Brewers 5

Harmon Killebrew drove in four runs with a homer and a double and George Mitterwald added a three-run homer as Minnesota battered four Milwaukee pitchers for 15 hits and an 8-5 triumph. Killebrew's home run was his 492nd and it

lifted him to within one of a tenth-place tie with Lou Gehrig on the career homer list.

Senators 6, Red Sox 5

Joe Foy's fourth hit, a bases-loaded single in the 11th inning, gave Washington a 6-5 triumph over Boston. Foy's hit capped a winning streak at seven and gave him a walk-off advance on walks to Tim Lincecum and Del Unser. Jim Lumborg, making his third appearance and second start, lasted 3 2/3 innings. It was his worst showing.

Tigers 7, Yankees 4

Detroit extended its winning streak to seven by scoring four runs in the seventh inning en route to a 7-4 victory over the New York Yankees.

White Sox 7, Royals 2

The Chicago White Sox unloaded their biggest hitting of the season, scoring six times in the sixth to break up a scoreless dual between Warren Wood and Mike Hedlund on route to a 7-2 triumph over Kansas City.

Red Sox 2, Senators 3

Reserve catcher Bob Montgomery's third straight single drove in the tie-breaking run in the sixth inning as the Washington, D.C. Braves snapped a losing streak at seven and gave Mel Stottlemyre and the New York Yankees a 2-1 victory.

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Al Unser to Have Radio As Guide for Indy 500

INDIANAPOLIS, May 27 (AP).—Drivers Al Unser and Joe Leonard hope a bit of electronic gadgetry—tiny radio transmitters inside their crash helmets—will give them an edge in Saturday's 50th Indianapolis 500 auto race.

The transmitters were specially developed for the Veli Miltich-Farnelli Jones racing team.</

